CYCLE NEWS®

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AMA National Motocross

R.C. in charge, again!

TIME DATED MATERIAL MAILED MAY 27, 1998

TIME DATED WEEKLY NEWS

World Superbike from Spain
Springfield Mile to Parker
Entry-level Buyer s Guide
World Speedway Grand Prix

Marc Colomer (Mon) won the opening day of the fourth round of the World Championship Observed Trials series in Nepomuk, Czech Republic, May 23-24, thus bringing to an end the unbeaten streak of championship leader **Doug Lampkin** (Bet), who was two points behind Colomer's score of 11 on Saturday and just ahead of **Kenichi Kuroyama** (Bet) and his score of 14. On Sunday, it was back to normal for Lampkin as he crushed the opposition with an amazing score of four points. His closest rival was **Steve Colley** (G-G), who carded a 15-point total. **Takahisa Fujinami** (Hon) was third with 18. Colomer, meanwhile, slumped to 10th.

Beta-mounted World Trials star **Kenichi Kuroyama** has had his championship points from the first leg of the San Marino round on April 25 removed due to an infringement of the fuel regulations. Kuroyama says he used local pump fuel, but it was evidently carrying too high a lead content. Kuroyama, who must bear the expense of the test, has five days to appeal.

Mike Lafferty (KTM) scored the overall win at the Ohio Two-Day ISDE Qualifier in McArthur, Ohio, May 23-24. Lafferty finished the rain-soaked event ahead of **Doug Blackwell** (Yam) and **Chris Smith** (Hon). Fourth place went to **Robbie Jenks** (Yam), with **Pat Garrahan** (KTM) rounding out the top five. The event also paid points toward the AMA National Championship Enduro Series.

Once again, **Lance Smail** (Hbg) won the AMA Western Four-Stroke National Motocross Series round with 1-1 moto scores, in Anderson, California, on May 24. Finishing second overall was **Greg Schnell** (Yam), followed by **Rusty Holland**, **Dustin Nelson** (Yam) and **Spud Walters** (Yam).

Steve Zoll (Kaw) carded the overall win at the Mauna Kea 200 Two-Day Enduro, held on the big island of Hawaii, May 23-24. Finishing second to Zoll was **Steve Trinies** (KTM), followed by **Phil Oveland** (KTM), **Jade Leitner** (KTM), and **Mat Lyman** (Hon).

Multi-time Motocross National Champion **Jeff Ward** finished 13th in the Indianapolis 500 on May 24 after losing four laps early on when he was hit by another car in pit lane. Ward's crew had to replace the right side of his front wing when it was damaged in the pit-lane incident, but Ward came back to finish 13th. His result moved him to second in the Indy Racing League points standings with 90 points, just six behind points behind leader Tony Stewart.

Oakley unveiled its latest creation at its Foothill Ranch, California, headquarters on May 12 - the first shoe in its line of performance footwear. In a lavish introduction for media, retailers and Oakley athletes, chairman and president Jim Jannard showed the shoes for the first time and explained the technology and innovations that went into the eyewear maker's first endeavor into the athletic-shoe market. Using "race-tire technology," the shoes will feature Oakley Unobtainium soles designed to match the grip and grab of a race tire. The shoes also feature "three-point triangulated-sole geometry" for improved support, and the uppers are made of Oakley's "O Matter" and Kevlar. Following Jannard's presentation, invited guests were taken on a tour of Oakley's production facilities to watch as the first shoes were being made - the shoes are manufactured entirely in Oakley's Foothill Ranch headquarters. The shoes will sell for $125 and will be available on June 22 through some 200 Oakley retailers and also through direct distribution via Oakley's home page on the World Wide Web (http://www.oakley.com). The high-tech-looking shoes will be available in three color combinations and Oakley's target is to produce 75,000 shoes each month. Several of Oakley's top athletes were in attendance, including AMA 125cc National Motocross and Supercross Champion **Ricky Carmichael** and Suzuki's **Mickael Pichon**. Carmichael brought a smile to Jannard's face when he asked if he could do away with his motocross boots and race in Oakley's new athletic shoe.

Former 125 and 250cc World Champion **Luca Cadalora** will replace the still-injured **Jean-Michel Bayle** on Yamaha Team Rainey for the French and Madrid Grands Prix. The announcement came following Bayle's special test on the YZR500 at Mugello on Monday, May 18. It was the Frenchman's second outing on the bike since suffering a concussion in preseason testing and he did 27 laps before deciding (with team owner Wayne Rainey) that it was still too early to return. Both Bayle and Cadalora will test at the Paul Ricard Circuit in the south of France the day after the French GP on May 31. "I'm happy that we've got this solution and Luca's happy," Rainey said. "Jean-Michel felt better again at Mugello, but he just isn't ready yet to be racing. We'll just keep testing him and take things step by step. In the meantime, I'm excited about working with Luca for the first time. It should be fun. We know that the Yamaha's good, but we just haven't had the luck this year so far. I think with Luca we can get some good results and I also hope he'll be able to help (Norick) Abe. I would like to thank (Kyoji) Nanba for his help in the first four races. He was great to work with and he always gave it 100 percent and stayed cheerful. But obviously he doesn't know the European tracks like Luca, and having Luca gives us the possibility to battle for a win. Of course, it's not going to be easy. Nobody's had this long a lay-off and then been straight back up to race pace, but if anyone can do it, I think it's Luca. He never did any training anyway."

The U.S. Court of Appeals for the Fourth District has upheld a lower court decision that found police in **Spartanburg**, South Carolina, guilty of violating the constitutional rights of 107 motorcyclists who were stopped and searched during a charity poker run there in September of 1994, according to the AMA. The class-action suit, originally filed in February, 1995 and supported in part through a grant from the AMA, was brought on behalf of the motorcyclists who were subjected to searches at a charity ride benefiting the American Red Cross. The suit charged that Spartanburg Police Chief W.C. Blain Jr., who has since resigned his post, ordered officers to stop, search and videotape all motorcyclists as they arrived at the Piedmont Interstate Fairgrounds for a concert at the end of the ride. The lower court found that, while the searches violated the motorcyclists' rights under the Fourth Amendment to the Constitution, the act of stopping and requesting identification from motorcyclists at the entrance to the fairgrounds didn't constitute unlawful action. However, the appellate court did vacate the lower court's decision to deny the plantiffs damages. City officials have been ordered to pay nominal damages to the motorcyclists who were subjected to the searches.

Off-road enthusiasts will be treated to a wide array of interesting and educational discovery points on the new **Self-Guided Off-Road Tour**, which opened to the general public on May 16 at the Hungry Valley State Vehicular Recreation Area near Gorman, California. According to William Stewart, chief ranger at Hungry Valley, this is the first self-guided trail offered at any of the state's seven vehicular parks. The trail is approximately 14 miles long and takes about two hours to complete.

Los Ancianos M.C., promoter of the Tecate Enduro, recently announced that it will be hosting a **hare scrambles** event later this year. The hare scrambles will be a first for the club and will take place in Baja California, Mexico, just east of the Tecate border crossing, on December 12. Final details are still being compiled, but if you would like to be put on the club's entry list or want more information, you may contact club members at the following numbers: Jerry Deberry at 619/281-1400 (days), or Greg Reynolds at 619/561-0431 (nights).

Harley-Davidson's home page on the World Wide Web (http://www.harley-davidson.com) will begin a daily video journal documenting the experiences of riders during the **95th Anniversary Ride** - a week-long cross-country trek that ends in Milwaukee on June 9. The site also features trivia games, a photo scrapbook, rider profiles, activity updates and an online guest book. The video journal will debut on June 2 in Road Stories, a feature section of www.harley-davidson.com.

Dirt track fans in the Pacific Northwest can look forward to a round of the **AMA Hot Shoe National Championship Series**, as Chris Agajanian will be promoting the Seattle Mile at the

Harley-Davidson to debut new engine for '99

In our last issue (Issue #20, May 27), we hinted that we intended to follow up on the rumor that a new Harley-Davidson engine may be forthcoming. Since then *Cycle News* has confirmed that the next-generation Harley powerplant will make its debut for the 1999 model year.

Although Harley-Davidson officials declined to comment on the specifics, trusted sources inside the company have confirmed that the engine is an all-new 45-degree V-twin, known in-house only as the "Twin-Cam 88," in reference to two obvious changes over the single-cam, 80-cubic-inch Evolution engine. The source went on to confirm that the air-cooled engine displaces 88 cubes, thanks to an all-new bore and stroke. It features a twin-cam-in-block, pushrod valve train, with an all-new two-valve cylinder-head design. The head design is, according to the source, "as big a change as when they went from the Panhead to the Shovelhead." The entire rocker-box configuration is distinctly different from the Evo, as is the larger finning on both the heads and cylinders. The lifter blocks (housing lifters that are similar to those found in the Sportster engine), pushrods and oil pump are said to be contained within the confines of the engine - not externally, as on the Evolution. Another new item in the 88 will be a pressed-together crankshaft, which the source says is an improvement over the bolt-together design found in the Evolution. The entire crankcase has been beefed up to provide a stronger mating surface to the revised five-speed transmission, which the source says *is not* unitized with the engine.

According to the source, this new engine has been in development for "about five years" and was close to being released during the '98 model year. Instead, it will see the light of day - in both carbureted and EFI versions - on models in the Dyna and FL families for '99. The Softail lineup will remain Evolution-powered for now.

Remember, you heard it here first.

ATK to unveil AMA-legal Pee Wee for 1999

ATK, the Centerville, Utah-based motorcycle manufacturer, recently had this 50cc "Big Wheel" on display at the Chaparral Amateur MX Championships in San Bernardino, California. Although this 1998 model is not AMA-race-legal since it uses a 12-inch rear and 14-inch front wheel (10-inch wheels are required), for 1999 ATK plans to bring in AMA-legal Pee Wees that feature 10-inch wheels, Paoli suspension components, disc brakes and reed-inducted, high-output, 50cc Moto Morini engines.

The bikes - which, oddly enough, will be made in Italy for ATK - will cost $1795 for the "Big Wheel" version (including the 1998 model), while the 1999 AMA-legal 50MX Pee Wees will sell for $2095 and should be available in August.

Emerald Downs one-mile oval in Auburn, Washington, on September 19. After numerous feasibility studies conducted by Bob Fraser, the director of operations at Emerald Downs, the event has been given the green light. For more information, call 310/547-9898.

Road racer **Rodney D. Smith**, 29, was killed on May 8 while driving to a Central Motorcycle Road Racing Association (CMRRA) event. Smith is survived by his wife of 10 months, Joanna.

Glen Helen Raceway in San Bernardino, California, will start a Saturday Night Supercross in conjunction with the Yamaha Dealers Series. The supercross races will run on the Glen Helen Supercross track, with four races scheduled for June 6, June 20, July 11 and July 18. For more information, call Lori Yarnell at 909/384-9342.

Legendary motorcycle daredevil **Evel Knievel** will author a new advice column on Tripod (http://www.tripod.com), a "hip, homegrown, top-10 web community for 18- to 34-year-olds." In his monthly column entitled "Ask Evel," which will launch the last week of May in Tripod's Sports Zone, Knievel will answer questions in a full range of topics.

The **Formula USA** race that was scheduled for Mosport, Canada, June 5-7, has been canceled, according to F-USA, despite the fact that the company had a multi-year agreement with the lease holder of Mosport, IMSG Properties. Panoz Motorsports acquired the lease to Mosport in March when the lease was sold by IMSG, according to F-USA, and Panoz has declined to honor the agreement between F-USA and IMSG. The next round of the Formula USA Series is scheduled for July 17-19 at Portland International Raceway in Portland, Oregon.

Ben Hodgson and Company, producers of the International Motorcycle Supershow in Canada, has stepped in to stage the opening round of the **Toyota Canada Superbike Championship**, scheduled for Mosport, June 5-7. The event will feature two rounds of the Toyota Canada Superbike Championship as well as various support classes. For more information, call 905/655-5403.

Vance & Hines Ducati's **Anthony Gobert** is set to compete in a six-hour endurance race in Australia at the end of the year, according to *Cycle News* correspondent Darryl Flack. The race, scheduled to be held at Eastern Creek near Sydney three weeks after the final AMA Superbike National at Las Vegas Motor Speedway, will be Gobert's first in his homeland since he won the final World Superbike round at Phillip Island in 1996. "I've spoken to Sue Gobert (Anthony's manager and mother) and he's very eager to get back home and contest his first six-hour," said Dave Stone, the promoter of the event. "There are three teams chasing his services, and although he will start as favorite, I think there'll be a number of teams that would like to say they beat a rider the caliber of Anthony Gobert." The race will be held October 24-25.

Five hundred riders raised some $60,000 for childhood brain-tumor research in the Torrance, California, **Ride For Kids**. The top fund raiser was Peter Slusser of Escondido, California, who raised $3090. Ride For Kids is the official charity of the American Honda Motorcycle Division.

ZLT Racing will take over the operation of **Perris Raceway** in Perris, California, from GFI in January of 1999, according to owners Fred Edwards and Tedd Hybbert. ZLT Racing is planning on holding its first practice day in the second week of January.

The Great Lakes Road Racing Association will hold two days of club racing on the Wednesday and Thursday immediately prior to the AMA Superbike Nationals at Road America in Elkhart Lake, Wisconsin, and at Mid-Ohio in Lexington, Ohio. For more information, call 616/458-5888.

The **Women's Motocross League** (WML) is currently accepting entries for round two of the AMA/WML National MX Championship, scheduled for July 18-19 in Unadilla, New York. For more information, call 949/837-2206.

According to a press release issued by PACE Motor Sports, the **AMA Supercross Series** set attendance records during the 1998 season. With the Los Angeles Coliseum round leading the way with 61,855 attending, the 15-round series ended up drawing a total of **736,817 spectators** - up from 674,356 in 1997. In all, 10 venues set attendance records in 1998.

Former 500cc Grand Prix stars **Wayne Gardner** and **Didier de Radigues** will team for this year's Le Mans 24-Hour car race on June 6 in a Ford V-eight powered Riley & Scott racer. Gardner has been driving in the Japanese GT Championships in a factory Toyota Supra, while de Radigues is the Belgian Procar Champion. "It's a great thrill to be part of such a classic race like Le Mans, and I'm really looking forward to driving the car and teaming up with Didier," Gardner said.

Yamaha has signed on as title sponsor for the **Vintage Iron World Championships**, according to Vintage Iron owner Rick Doughty. The 1998 season marks the 20-year anniversary of Yamaha's sweep of the AMA National MX Championships, and the original team of Broc Glover, Bob Hannah and Rick Burgett are expected to be on hand at the Ironmen of Motocross banquet on October 31 that will be part of the festivities surrounding the race. Among the early confirmations who will attend the event are Roger DeCoster, Sylvain Geboers, Heikki Mikkola, Gerrit Wolsink and Don Rickman. For more information, call 209/252-9053.

Former Daytona 200 winner and 1970 AMA Grand National Champion **Gene Romero** has been selected as the 1998 Honoree at the AMA Dirt Track Grand Championships in Indianapolis, Indiana. Romero, who won 12 Grand Nationals and rode for both the Triumph and Yamaha factories during his career, will attend the AMA Grand Championship Sign-Up Party on July 6, and will serve as the honorary starter for the opening race of the week-long event, the Half Mile Grand Championships, scheduled for July 7. "When we decided to begin naming an honoree at each year's AMA Dirt Track Grand Championships, Gene was an ideal choice as the inaugural recipient," AMA president of member activites Bill Amick said. "He is a strong supporter of dirt track racing, involved not only in the promotion of AMA Grand National Championship Series events, but in the new West Coast Flat Track Series and various vintage racing events. Plus, Gene's last Grand National Series dirt track win was at the Indy Mile, the primary site of our '98 AMA Grand Championships. We're delighted that he has agreed to fly in from California and be a part of the most important racing event of the year for young AMA dirt trackers."

Speaking of **Gene Romero** and his West Coast Flat Track Series, the former Grand National Champion was spotted at **Perris Auto Speedway** in Perris, California, last week, as he is gearing up for round two of the Flat Track Series, which is set for June 6. "I just went out to confer with the track crew and make sure that we all know what each other needs and can do to get the track in the best possible shape for a motorcycle race," Romero said. "They have run bike races on the quarter mile, inside the half mile, but this will be the first time that motorcycles have run on the big track. So, I just wanted to get with them and get their input as to how we can shape up the dirt to make this the best half mile in the country for the guys coming here. One thing's already for sure, this facility sure is one of the nicest dirt tracks in the country." For more information on the event or the series, contact Romero at 714/529-6054.

OPENED: Xtreme's home page on the World Wide Web. The site can be found at the following address: http://www.xtrememx.com.

APPOINTED: Scott May, as retail sales manager at Competition Accessories in Springfield, Ohio, effective immediately, by general manager Tim Pritchard.

BORN: Broc Henry Phipps and Cody Allen Phipps, to Works Connection owner Eric Phipps and his girlfriend, Lynne Hayden, on May 12 in Diamond Springs, California.

OPENED: Mitchell Cryogenics at P.O. Box 2105, Independence, MO 64055, by Mark Mitchell.

APPOINTED: Jeff Johnston, as North American sales and promotions manager of Specialty Sports Limited, by chief executive officer Chris Hayes, effective immediately.

OPENED: Bent Clothing's home page on the World Wide Web. The site can be found at the following address: http://www.bentclothing.com.

OPENED: A strictly Hodaka home page on the World Wide Web. The site can be found at the following address: http://www.strictlyhodaka.com.

OPENED: AMA District 14 Dirt Track Division's home page on the World Wide Web. The site can be found at the following address: http://wwwgeocities.com/~dirttracking.

RESCHEDULED: The opening of the San Diego Flat Track Association's season at Temecula Speedway in Temecula, California, to June 21. For more information, call 619/277-2743.

APPOINTED: Chris Souza, as national Ducati performance and apparel manager for Ducati North America. Souza will work out of Ducati's New Jersey headquarters. Replacing Souza as the new western district manager is Randolph Collin.

OPENED: Freedom Tours' home page on the World Wide Web. The site can be found at the following address: http://www.indra.com/freedom.

OPENED: Lockhart Phillips USA's home page on the World Wide Web. The site can be found at the following address: http://www.lockhartphillipsusa.com.

OPENED: Teamline Fan Gear's home page on the World Wide Web. The site can be found at the following address: http://www.teamline.com.

HIRED: Mark Mathews, as vice president of global sales for American IronHorse Motorcycle Co, by Tim Edmondson, president of American IronHorse.

PURCHASED: The design and inventory of Kosman's dirt track product line, by A&A Racing Service Inc. of San Carlos, California. For more information, call 800/551-7755.

OPENED: No Toil Industries' home page on the World Wide Web. The site can be found at the following address: http://www.notoil.com.

OPENED: The Ride For Kids' home page on the World Wide Web. The site can be found at the following address: http://www.ride4kids.org.

CORRECTION: The Open Novice class in the Shamrock Grand Prix at Los Angeles County Raceway listed the third-place finisher as Steve Miller when it should have read Steve Emter.

OPENED: The Georgia Flat Track League's home page on the World Wide Web. The site can be found at the following address: http://www.flattracknews.com/gftl_mainhtm1.

OPENED: Redline Sports' home page on the World Wide Web. The site can be found at the following address: http://www.redlinesports.com. CN

Tortelli, Chiodi sweep Foxhill MX GPs

Frenchman Sebastien Tortelli and Italian Alessio Chiodi dominated the motocross 250 and 125cc GPs at Foxhill, England, on May 24. Tortelli finished ahead of series points leader Stefan Everts in both 250cc motos, while Chiodi went 1-1 in the 125cc class.

In the first 250cc moto, Tortelli and his Kawasaki crossed the finish line over 10 seconds ahead of Everts' Honda, while German Pit Beirer put his Honda into third place, some six seconds behind Everts. Fourth place went to Frenchman Frederic Bolley, on a Honda, and fifth place went to American Tallon Vohland, on a Yamaha.

Again, Tortelli dominated the second moto, finishing approximately another 10 seconds ahead of Everts, who held about four seconds on third-place finisher Bolley. Fourth went to Belgian Marnicq Bervoets, on a Suzuki, while fifth went to Beirer. Bervoets finished sixth in the first moto.

As for Vohland, he grabbed the holeshot in the second moto but dropped back to third and then crashed on the fifth lap. Vohland ended up finishing sixth.

In the series point standings, Tortelli has crept a little closer to leader Everts and now trails the defending champ by just six points, 215-209. Beirer sits in third with 151, followed by Vohland with 116.

In the 125cc GP, Chiodi fought hard for his win, as both Carl Nunn of Great Britain and David Vuillemin of France kept him honest throughout the moto. Nunn eventually battled around Chiodi, and then the two riders battled back and forth. By the three-quarter mark, Vuillemin had moved up and gotten around Nunn, and he tried to pass Chiodi late in the race, but to no avail. Chiodi ended up winning the moto just two seconds clear of Vuillemin. Nunn faded back at the end to finish a distant third, followed by Denmark's Brian Jorgensen, on a Suzuki, and France's Luigi Seguy, on a Honda.

Chiodi's second-moto win came a bit easier for the Husqvarna rider. He passed Alessandro Puzar for the lead at the start and never looked back, pulling out to an eight-second win over Puzar's TM. Nunn again finished third, followed by Honda rider James Dobb of Great Britain and Vuillemin.

Chiodi extended his series points lead to a comfortable 50-point margin over Puzar, 145-95. Vuillemin is currently third with 84, followed by Nunn with 66.

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VOICES
LETTERS TO THE EDITOR

What's wrong with the boys?

I just wanted to ask if you could tell me why Scott Russell is having such a lackluster start to the World Superbike season? I know he is on a dated bike, but his teammate is kicking some major ass out there. And what about Little John Kocinski? John is on the premier bike in the premier class of bike racing, so why isn't he going well? One more question: When is Mike Hale going to the GPs? I remember reading in *Cycle News* that he did an outstanding job of testing one of the Suzuki 500s.

Anyway, your paper is great because it's the only place I can read about the stars of World Superbike and Grand Prix racing. Thanks.

Rosita E. Serumgard
Serumgard@earthlink.net

Don't know. Don't know. Don't know. You're welcome... Editor

The U.S. Open

First off, let me say that the U.S. Open of Supercross is a great idea. It's about time that such a premier event was held here. It is also nice to see that the purse money is heading north. It should be a great show and I just hope they can negotiate a television broadcast of the race.

The one aspect of the race that I don't like is the automatic selection of riders. As reported in *Cycle News* (Issue #20, May 27), "the U.S. Open of Supercross is an invitation-only event and we will be inviting the top 15 finishers in the 1998 AMA 250cc Supercross Series, the top three finishers in the AMA 125cc East and West Region Supercross Series, the 1998 Arenacross Champion and the FIM 1998 125 and 250cc World Motocross Champions."

This selection seems to be far too pro-American. Only inviting the 125 and 250cc World Champions is insulting to the 500cc champion, as well as displaying a total lack of recognition of the depth of talent in the 250cc Grands Prix. Besides Stefan Everts, riders like Joel Smets, Sebastien Tortelli and Pit Beirer deserve a chance. Hopefully, the promoters will use the 10 extra spots wisely, but I still think the 500cc World Champion and the 250cc championship runner-up should have been automatic selections.

Dr. Robert Ware
Columbia, SC

The promoters of the AMA U.S. Open of Supercross have announced that the October 10 race will begin at 8 p.m., with the October 11 race scheduled for 1:30 p.m. Tickets are priced at $40, $60 and $100 and are on sale now. They can be purchased through the MGM Grand Garden ticket office and all TicketMaster locations, as well as at Chaparral Motorsports at 800/841-2960. In addition, pit passes will be available for $20... Editor

Kentucky helmets

In your issue #10 (March 18), you state that our governor in Kentucky signed legislation revising our current mandatory-helmet law to allow adults over the age of 21 to ride helmetless if they provide proof of insurance. You stated that "the AMA opposes legislation that assumes that motorcyclists and the potential cost of their injuries are a drain on taxpayer dollars."

Who at the AMA are you quoting? If in fact this is the position of the AMA, then maybe we need another motorcycle association. Governor Patton should be applauded for signing this bill. For some of us who ride street bikes, his actions are welcomed. By the way, if someone is injured and has no insurance, who does pay their medical bills if it is not the taxpayers or those of us who also pay insurance premiums? Is not the cost passed on to us who act responsibly?

Frank Rassiga
Louisville, KY

Those quotes are usually attributed to the AMA's vice president of government relations, Robert Rasor... Editor

Read it

Required reading by all AMA officials and referees - *Cycle News* motorcycle newspaper, May 20, 1998 issue, page 83, "In the Tapes" by Scott Rousseau.

Enough said.

As a road racer, a former referee of high school, collegiate and international wrestling, and as a current law student in California, Rousseau's article hits the nail on the head and makes complete and utter sense. Consistency in rules enforcement is the only way to avoid conflict and self-deprecating political squabbles.

Play by the book, for everyone's sake, win or lose.

Steven Holt
Seholt@earthlink.net

Remember Larry?

In response to "Voices" (Issue 16, April 29), I've been staying up at night trying to figure out a way not to race "a hard-to-hold-on-to true vintage bike." I simply can't take it anymore. I plan to race the 500cc Premier, the Open Twin 625cc and up, and the Sportsman 250cc classes at Dino Daze '98 on June 6.

Not to put you down, Gerald, on your lack of research, but I race many different kinds of bikes. It amazes me that you would assume that none of these bikes were "vintage." I hope this clears up any doubt or confusion you might have experienced.

In Kathy's defense, she did not select the picture that *Cycle News* chose to accompany her letter. I can only thank her for her boldness in writing on my behalf.

Larry Legarra
Longview, WA

On PACE

Your February 18 issue included a letter to the editor from me that promised to keep supercross fans advised on our progress with crowd behavior/safety at supercross.

Several of our initiatives went to great lengths to improve crowd behavior. At the Dallas Supercross, we introduced our first "family section." This section was nondrinking, nonsmoking and was secured with additional Texas Stadium security. There were no behavior problems reported. We will absolutely expand and more aggressively market the "family section" at every supercross in 1999.

Also, as many supercross fans know, after round six we worked with each facility to strictly enforce their existing alcohol policy while at the same time limiting the time the alcohol was served. For example, at the Silverdome, beer sales were not initiated until 4 p.m. and cut off at 8:30 p.m.

Generally, crowd behavior was improved from round six on - but we all know it's something that can be further improved upon in 1999. As always, I will keep supercross fans advised as to our progress. Also, please look for the "family sections" at 1999 supercross rounds. Ask TicketMaster or your stadium's box office for details when tickets go on sale.

Ken Hudgens
Lombard, IL

Hudgens is the vice president of marketing for PACE Motor-Sports... Editor

INSIDE
Issue #21 June 3, 1998

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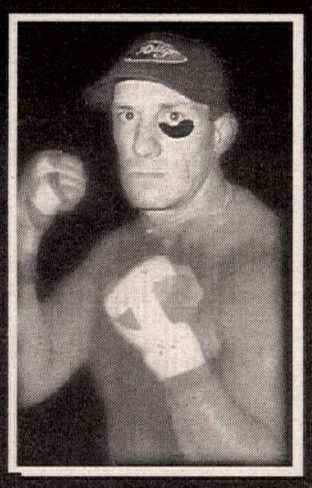
ON THE FRONT COVER

Ricky Carmichael won his fifth 125cc moto in six starts when the Mazda Truck/AMA 125/250cc Nationals ventured to High Point Raceway. Photo by Karl Ockert.

HONDA
SUZUKI
MMI Motorcycle Mechanics Institute

We've got three big shows coming at you in June on MW2 Rev It Up. First, MW2 Rev It Up gets wet as Jerry goes Personal Watercraft Racing in Fort Lauderdale, Florida. Then, Jerry stays wet as he goes farther south to Key West, Florida for Superboat Racing! Finally, after all that water it's time to get dirty in California, as Jerry takes on the Mud Bog, Hill Climb and the Tank Trap at the Top Truck Challenge! See all three on MW2 Rev It Up.

The AMA Supercross Champions trade in their clean, indoor gear and get dirty in the AMA Motocross Series. For 12 weeks the riders will compete for one of the toughest titles on Earth. Two class championships are up for grabs. It will take 24 motos in each of the 125cc and 250cc classes to decide who those champions will be. Two classes, 12 weeks, 24 motos per class, 48 motos in total. See it all on the AMA Motocross Series!



The weather is starting to cook and so is the racing on MotoWorld. All through June, MotoWorld will be bringing you World Grand Prix Road Racing, the AMA National Enduro Series, F-USA Road Racing, NHRA Drag Racing, Hill Climbing and the Grand National Cross Country Series! Plus, the AMA Motocross Series kicks into gear. All on MotoWorld!

MindSpring FOR INTERNET ACCESS CALL: 800.719.4660

HUNGRY FOR ACTION?

HERE'S THE MENU:

Date	Eastern Time	Description
6/1/98	5:30 AM	MotoWorld (R)
6/2/98	6:30 PM	MW2 Rev It Up
6/4/98	6:30 PM	MotoWorld
6/6/98	12:30 PM	Sacramento, CA Motocross
6/7/98	7:30 AM	MotoWorld (R)
6/7/98	6:30 AM	MW2 Rev It Up (R)
6/8/98	5:30 AM	MotoWorld (R)
6/10/98	12:00 AM	Sacramento, CA Motocross (R)
6/10/98	3:00 PM	Sacramento, CA Motocross (R)
6/11/98	6:30 PM	MotoWorld
6/12/98	6:30 PM	MW2 Rev It Up
6/13/98	1:30 PM	Mt. Morris, PA Motocross
6/14/98	3:30 AM	Mt. Morris, PA Motocross (R)
6/14/98	1:30 PM	MotoWorld (R)
6/14/98	3:00 AM	MW2 Rev It Up (R)
6/16/98	5:30 AM	MotoWorld (R)
6/18/98	6:30 PM	MotoWorld
6/20/98	1:00 PM	MotoWorld (R)
6/23/98	5:30 AM	MotoWorld (R)
6/23/98	6:30 PM	MW2 Rev It Up
6/25/98	6:30 PM	MotoWorld
6/27/98	4:00 PM	Southwick, MA Motocross
6/28/98	12:30 PM	MotoWorld (R)

espn2

THIS WEEK'S SPECIALS:

AMA Supercross Series

125cc 250cc AMA Motocross

MotoWorld

MW2 REV IT UP espn2

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Round 3: High Point Raceway

Lusk rebounds

By Davey Coombs
Photos by Karl Ockert

MOUNT MORRIS, PA, MAY 24

On a perfect afternoon for the traditional kickoff to the summer National Motocross season, Team Honda's Ezra Lusk used a steady 2-1 tally to win the 22nd annual High Point Nationals in Mount Morris. The Georgia-born Lusk followed fellow southerner Kevin Windham across the finish line in the first moto and then held off a late charge by Windham's Yamaha teammate Doug Henry to win the second moto and the overall in front of a record crowd of more than 20,000 motocross fans.

"I'm finally healthy and I'm ready to go," said Lusk of his first 250cc Outdoor National win as a member of Team Honda. The Dunlop/Fox/Scott-supported Lusk was tapped as an early favorite to win the 250cc National MX title but two poor showings in the first two rounds of the 12-race series had his title hopes in doubt.

"I was still a little banged up and my shoulder has been a little sore, plus I had a little bit of a cold to deal with," Lusk said. "At the point these guys are at now, you have to be in tip-top shape and right on the money to win these races. It finally all came together today."

Adding to the day's story line was the re-emergence of Team Kawasaki's Jeff Emig as a contender. Emig put in his best performance since the Daytona Supercross back in early March to finish second overall behind Lusk. The defending two-time AMA 250cc National Champion has always been a crowd favorite in Mount Morris. This time around the slumping superstar seemed to use their support as a launching pad for his planned summer comeback.

"It's been a long time since I felt this good and I figured this was the place to get back up front," said Emig, who finished fifth in the first moto after a late crash dropped him from third. He then overcame a bad start in the second heat to finish third.

Suzuki's Greg Albertyn made the podium for the second week in a row after a miserable supercross season. The South African managed 3-5 finishes in two extremely competitive 250cc motos.

"The class has become so competitive that you have to fight every lap for every position," said Albertyn, who finished second a week earlier at the Hangtown National in California.

A case in point about how competitive the 250cc class has become was the fact that Emig's 5-3 was good for second overall while Suzuki rider Mickael Pichon's 6-7 was only good for eighth overall.

"There are so many fast guys out there right now that you get guys winning one moto and finishing 10th the next," said Emig, obviously referring to Windham's inconsistent effort (1-10 for fourth overall). "You have to get a good start and you have to be able to ride hard the entire time. I know Kevin's been hurt, and so have a few other guys. It's going to be tough like this in every race."

Lusk's win on the Mike Gosselaar-prepped Honda CR250 allowed him to jump from 10th in the point standings to seventh, though he still has 26 points to

Team Honda's Ezra Lusk posted his first National win of the three-race-old 250cc series. Lusk went 2-1 at the High Point National at Mount Morris, Pennsylvania.

make up on current leader Jeremy McGrath (121-95). Victimized by poor starts, the Chaparral Yamaha-backed McGrath didn't have a good day in Mount Morris, finishing sixth overall with a 4-6 showing.

After several consecutive years of poor weather, the 1998 version of the High Point Nationals was held on an almost perfect afternoon for racing. Overcast skies in the morning gave way to warm sunshine by the time the first moto got under way. The track itself was a hilly, well-groomed circuit with several steep elevation changes and three large jump sections thrown into the mix. The consensus was that the High Point facility was in the best shape it has ever been in its 22-year history.

When the gate dropped for the first moto, Windham mastered a perfect start and led everyone around the first corner. His Yamaha teammate Henry was next on the four-stroke YZ400, followed by the fast-starting Mike Katin, Albertyn, Lusk, Suzuki's Larry Ward and McGrath. Emig was about 10th, but his position quickly improved when Henry fell off the first tunnel jump and went back to last. He restarted his bike more than a straightaway behind the last-placed rider and spent the entire moto working his way back up to 10th place. Katin also slipped off the pace before pulling out all together later on.

Windham seemed to be in a race all by himself, and the Yamaha rider more or less checked out from the rest of the pack. After building a lead of more than 15 seconds, Windham eased it back down after the halfway mark and cruised home with his first outdoor moto win as a 250cc pilot.

"I was just riding really well and the track is definitely my kind of track," said Windham, who won the 1996 High Point National in the 125cc class. "My shoulder hasn't been hurting as bad as it has the first two races and I was feeling pretty strong, but I don't know what I have left for the second moto. I haven't been able to train like I've wanted to."

Lusk moved into second early and would hold the position firmly all the way across the finish line.

"I rode a little bit with Kevin in practice and I knew he was going to be fast," said Lusk after his best moto of the season to date. "I knew if he got the holeshot, he would check out. By the time I got into second, he had a lead he kept the whole race. I think we rode dead even once I got up there. Next time out I hope to get a better start and maybe we can have a pretty good race."

With Windham and Lusk so far gone, the huge crowd focused on the battle for third that featured Albertyn, McGrath, Ward and the resurgent Emig. For most of the moto, the four duked it out until Ward seemed to lose the pace. Albertyn fell once early and slipped back to seventh before clawing his way back into third with five laps to go. But Emig was riding like his old self and the four-time AMA National Champion raced past McGrath and Albertyn for third before falling with two laps to go.

"It was in the dumbest corner - the same place where Albee looped out a couple of years ago," Emig said of the spill. "The funny thing was, I was thinking about that right when I did it! It was like, 'Take it easy and relax and don't do what Albee - oops!' Down I went." Emig was up quickly, but Albertyn and McGrath were already back by him. Emig still finished an outdoor season-best fifth.

"It was a tough moto and I didn't help myself by falling once," said Albertyn, who has been showing newfound patience and consistency outdoors. "I can't make those silly mistakes and

(Above) The gate drops at the start of the first 250cc National moto.
(Below) Yamaha's Kevin Windham won the first moto but could only manage a 10th in the second.

MOTOCROSS

MAZDA TRUCK/AMA 250cc NATIONAL CHAMPIONSHIP MOTOCROSS SERIES

expect to win against these guys because they are all so fast, and every one position counts."

Lusk appeared to pull the holeshot from the far inside to start the second moto, but he overshot the corner slightly and surrendered the lead to Henry. Those two were followed by Albertyn, Husaberg/Balzee thumper pilot Jim Neese, Windham, Ward, Emig, Factory Connection/Jack in the Box's Mike LaRocco, and McGrath.

Albertyn moved past Lusk and started to challenge Henry, and the two of them traded positions a couple of times. Emig also jumped right up into the lead fray, and the four riders began battling all over the High Point track. At one point Emig and Henry actually touched in midair over the uphill triples behind the starting gate, causing several mechanics in the nearby signaling area to jump out of the way.

At the 10-minute mark, Lusk seized the lead for good and started knocking out some fast laps to pull slightly away from Henry, who seemed to settle into second as Emig's progress was held up by Albertyn. Ward fell and dropped back out of the top 10, leaving LaRocco, McGrath, Pichon and a tired-looking Windham to battle for the sixth spot.

As Lusk continued to move away from the field, Emig passed Albertyn right around the halfway point. With plenty of time to let things play out, Emig settled into a fast pace and started slowly reeling in the steady Henry, who was in turn cutting into Lusk's lead. It all came to a boil on the last lap when Lusk, who seemed to let up a little early, found himself under attack by both Henry and Emig.

"I knew once I got around Doug I needed to split and go as hard as I could for a while before I slowed down," Lusk said later. "On the last few laps I seemed to lose a little bit of my concentration and I slacked off too much. Those guys got close and I had to pick it back up."

The Honda rider still had some speed and prevailed by just a bike length over Henry, who held the same short gap on the elated Emig.

"What can I say? I'm glad to be back up here, but I still got a little ways to go," said Emig of his podium ride. "I'm feeling better and I'm riding stronger and smarter. It's just a matter of time now. I'm ready to get back into another title run."

"I just made a dumb mistake in the first moto and I wanted to make up for it the second time out," said Henry after nearly pulling out a late-race win before crossing the line second. "I got the start I wanted both times today, but Ezra was riding really well. Everyone was going pretty fast today." CN

High Point Raceway
Mount Morris, Pennsylvania
Results: May 24, 1998 (Round 3 of 12)

MOTO 1: 1. Kevin Windham (Yam); 2. Ezra Lusk (Hon); 3. Greg Albertyn (Suz); 4. Jeremy McGrath (Yam); 5. Jeff Emig (Kaw); 6. Mickael Pichon (Suz); 7. Larry Ward (Suz); 8. Mike Craig (Hon); 9. Mike LaRocco (Hon); 10. Doug Henry (Yam); 11. Doug Dubach (Yam); 12. Heath Voss (Hon); 13. Jeff Dement (Yam); 14. Takeshi Koikeda (Yam); 15. Jim Neese (Hbg); 16. Kevin Crine (Kaw); 17. James Evans (Kaw); 18. Matt Shue (Suz); 19. Ryan Terlecki (Suz); 20. Jason Thomas (Kaw); 21. Jean-Sebastien Roy (Kaw); 22. Ty Wallace (Yam); 23. Brad Hagseth (Yam); 24. Brian Stone (Kaw); 25. Tony Amaradio (Yam); 26. Sean Hogan (Suz); 27. Charles Dunaway (Hon); 28. Davey Yezek (Suz); 29. Bruce Stratton (Suz); 30. Ryan Duff (Hon); 31. Chadwick Shepard (Suz); 32. Clark Stiles (Kaw); 33. Gregory Kreinbrook (Kaw); 34. Jason Fink (Kaw); 35. Jim Chester (Suz); 36. Mike Katin (Yam); 37. Joel Dengler (Suz); 38. Anthony Pocorobba Jr. (Suz); 39. Marcus Hedrick (Suz); 40. Jeff Yentzer (Kaw).
Time: N/A.

250 MOTO 2: 1. Ezra Lusk (Hon); 2. Doug Henry (Yam); 3. Jeff Emig (Kaw); 4. Mike LaRocco (Hon); 5. Greg Albertyn (Suz); 6. Jeremy McGrath (Yam); 7. Mickael Pichon (Suz); 8. Larry Ward (Suz); 9. Mike Craig (Hon); 10. Kevin Windham (Yam); 11. Jean-Sebastien Roy (Kaw); 12. Doug Dubach (Yam); 13. Jim Neese (Hbg); 14. Anthony Pocorobba Jr. (Suz); 15. Jason Thomas (Kaw); 16. Takeshi Koikeda (Yam); 17. Tony Amaradio (Yam); 18. Heath Voss (Hon); 19. Ryan Terlecki (Suz); 20. Matt Shue (Suz); 21. Brian Stone (Kaw); 22. Bruce Stratton (Suz); 23. Davey Yezek (Suz); 24. Kevin Crine (Kaw); 25. James Evans (Kaw); 26. Charles Dunaway (Hon); 27. Joel Dengler (Suz); 28. Ryan Duff (Hon); 29. Jim Chester (Suz); 30. Mike Katin Jr. (Yam); 31. Marcus Hedrick (Suz); 32. Greg Kreinbrook (Kaw); 33. Chadwick Shepard (Suz); 34. Clark Stiles (Kaw); 35. Jason Fink (Kaw); 36. Jeff Dement (Yam); 37. Ty Wallace (Yam); 38. Sean Hogan (Suz); 39. Brad Hagseth (Yam); 40. Jeff Yentzer (Kaw).
Time: N/A.

250 O/A: 1. Ezra Lusk (Hon); 2. Jeff Emig (Kaw); 3. Greg Albertyn (Suz); 4. Kevin Windham (Yam); 5. Doug Henry (Yam); 6. Jeremy McGrath (Yam); 7. Mike LaRocco (Hon); 8. Mickael Pichon (Suz); 9. Larry Ward (Suz); 10. Mike Craig (Hon); 11. Doug Dubach (Yam); 12. Jim Neese (Hbg); 13. Takeshi Koikeda (Yam); 14. Heath Voss (Hon); 15. Jean-Sebastien Roy (Kaw); 16. Jeff Dement (Yam); 17. Anthony Pocorobba Jr. (Suz); 18. Jason Thomas (Kaw); 19. Kevin Crine (Kaw); 20. Tony Amaradio (Yam); 21. Ryan Terlecki (Suz); 22. Matt Shue (Suz); 23. James Evans (Kaw).

MAZDA TRUCK AMA NATIONAL CHAMPIONSHIP 250cc MX SERIES POINT STANDINGS (After 3 of 12 rounds): 1. Jeremy McGrath (121/1 win); 2. Greg Albertyn (109); 3. Doug Henry (104); 4. Mike LaRocco (102); 5. Mickael Pichon (99/1); 6. Larry Ward (97); 7. Ezra Lusk (95/1); 8. Kevin Windham (84); 9. Jeff Emig (80); 10. Mike Craig (76); 11. Doug Dubach (61); 12. Heath Voss (34); 13. Takeshi Koikeda (30); 14. Lance Smail (27); 15. Jean-Sebastien Roy (25); 16. (TIE) Tony Amaradio/Kyle Lewis (23); 18. Yoshitaka Atsuta (21); 19. Jason Thomas (16); 20. Jim Neese (14).

Defending champ Jeff Emig had one of his best rides this season, finishing second overall via 5-3 moto finishes.

Briefly...

A lot of people in the Pro pits were trying to figure just exactly to whom the #757 Suzuki belonged in the 125cc class on Sunday, especially after the mystery rider held down the third-place position for much of the second moto. The answer to their question is 16-year-old **Branden Jesseman**, and the reason for his immense popularity at High Point was that he is from nearby Fombell, Pennsylvania. Jesseman was making his AMA Pro National debut after turning 16 just last month, and his fifth-place overall finish shocked just about everyone. Less than two years ago, Jesseman was a lightly regarded minicycle rider after winning a total of five class titles in 1996 at Loretta Lynn's and Ponca City as a 14-year-old. Last year he jumped up to the 125cc Intermediate class, but a broken leg set him back for much of this season. The High Point race was the first of two 125cc Nationals Jesseman plans to ride in 1998, the second being the season-ending Steel City National, which is also in his home state of Pennsylvania. Until then Jesseman will be competing on the Amateur National circuit. "I just wanted to come out here and do my best," said the soft-spoken Jesseman, who seemed to handle his sudden success with a refreshing "aw shucks" attitude. "I got good starts, I rode really hard, and I think all of the training that I have been doing really paid off. Me and my family are really happy that the race turned out this way, and I think I learned a lot about what I have to do to improve."

Jesseman's heroic debut also had a few pit pundits trying to figure out the best-ever 125cc National debut in contemporary AMA Pro Racing history. An extensive search through the record books might find the answer, but here are a few of the more impressive debuts with which to compare Jesseman's astounding performance. Ricky Carmichael finished eighth overall in his 1996 debut in Delmont, Pennsylvania, and Kevin Windham nearly won the first moto at High Point back in 1994, but that was actually his second-ever 125cc Pro National. Robbie Reynard finished sixth in his first-ever 125cc National, which was also at High Point in '93. However, the initial effort most likely to be the best since the late 1970s was the 1988 debut of **Damon Bradshaw** at the Spring Creek National in Millville, Minnesota, where the precocious 16-year-old placed a remarkable fourth overall.

As for any skeptics who might think that Jesseman's win was just a home-track deal, consider this: Sunday's National was the first race held at the High Point track this year, and the facility only holds four motocross events a year. According to his sponsor, Jeff Cernic of Cernic's Racing, Sunday was only the third time in two years that Jesseman has even ridden on the Mount Morris track.

A look at the top privateer finishers offered a huge contrast in ages. BSY Racing/O'Neal-supported **Doug Dubach**, a long-time veteran at age 35, was the top 250cc-class privateer pilot, with an 11th overall showing. Dubach was also the oldest rider in his class. On the other hand, Cernic's Racing/Performance Engineering/Gary Semics Racing-backed Jesseman was the youngest rider in the 125cc class, having turned 16 just last month. Jesseman finished fifth overall, but he is too young to be eligible for the prize money offered each week in the Copenhagen Privateer Challenge.

Kevin Windham and **Ezra Lusk** became the fourth and fifth riders in the 250cc class to win a moto this season, joining previous winners Mickael Pichon, Greg Albertyn and Jeremy McGrath. McGrath is the only rider in the class with two moto wins to date. The five 250cc moto winners are a stark contrast to the breakdown of winners in the 125cc class, where defending class champion Ricky Carmichael totals five by himself. Only John Dowd has been able to snap Carmichael's dominance in moto wins, winning the first moto at Hangtown.

Speaking of **Ricky Carmichael**, the 18-year-old's sudden rise to the top of the 125cc motocross heap has him winning at a Jeremy McGrath-like clip. In the 34 AMA Supercross or National MX events he has entered in his brief professional career, including High Point, he has won a remarkable 22 times.

Look for Carmichael to compete in Europe for the first time ever in September at the 1998 **Motocross des Nations** in Foxhill, England. It was confirmed at Mount Morris that Carmichael has been approached by team manager Roger DeCoster to fill the 125cc slot for Team USA. There was no word on who will fill the other two slots on the squad.

AMA 125cc National title contender **John Dowd** had a busy Saturday afternoon at High Point. After arriving at the airport in nearby Pittsburgh, Pennsylvania, Dowd realized that he had forgotten the gear bag that contained his knee braces. Dowd called home to have the bag tossed on a plane from his New England home to Pittsburgh and then waited at the airport for five hours for the bag to arrive. Unfortunately, the flight was canceled, and the bag was not going to make it to Pittsburgh until after 5 p.m. Dowd jumped in his rental car and made the 90-minute drive to the race track for Saturday's practice, in which he wore a borrowed set of CTi knee braces. After practice he got back in the car and drove to Pittsburgh again to grab the bag, then drove back to his hotel to sleep. All told, Dowd spent about four and a half hours driving back and forth to the Pittsburgh Airport on Saturday.

Mickael Pichon was headed back to his native France after Sunday's High Point National to compete in a big international motocross event during the two-week layoff before the next AMA 250cc National. "It's a big race near my home in the north of France, and Sebastien Tortelli, Yves DeMaria and a lot of other top riders will be there," said Pichon, who finished eighth overall on Sunday with a 6-7 showing.

The dry spell for **Jeremy McGrath** at High Point continued on Sunday when the current AMA/Mazda 250cc Series points leader slipped back to sixth overall with a 4-6 tally. High Point is the only venue on the entire AMA Pro Racing circuit in both motocross and supercross where McGrath has never scored an overall win. "I've had a lot of moto wins here and I've had a lot of bad motos, too," said the six-time National Champion. "Maybe it's because the race is always on Memorial Day, and we always have a week or two off right after it, and maybe in my mind I start my vacation a little too early. I get all excited about the chance to finally take time off after racing almost continually since January. It just seems hard to concentrate here."

This year's dry **High Point** event was a stark contrast from last year's submarine races, which were won by Scott Sheak (125cc) and Damon Bradshaw (250cc). Both hoped to use their respective wins to catapult themselves toward more success, but things have not turned out well for either. Sheak joined the FMF Honda team for 1998 but has been plagued by an Achilles'-heel injury for most of the year. The native New Yorker finished 10th overall this time with a 14-7 showing. As for Bradshaw, his career is nonexistent. After failing to get the support deal he wanted, the North Carolina-bred Bradshaw retired again, this time to his new home in Idaho to fly airplanes and hunt. Still, the High Point faithful hold out hope for yet another Bradshaw comeback: One hopelessly optimistic banner hung along the infield fence read, "Bradshaw in '99!"

Carmichael carries the day

By Davey Coombs
Photos by Karl Ockert

MOUNT MORRIS, PA, MAY 24

For the second time in three races, SplitFire/Pro Circuit Kawasaki rider Ricky Carmichael dominated both motos in the 125cc class in the 1998 Mazda Truck/AMA 125cc National Motocross Championships. The 18-year-old Carmichael was in a class by himself at High Point Raceway, winning both motos with relative ease. In doing so, the defending class champion was able to move 15 points clear of his nearest competitor in his bid to become the third successive back-to-back 125cc National Championship winner.

"I got some decent starts, got into the lead quickly, pulled some nice leads and pulled off a couple of wins," said Carmichael, who hopes to join Doug Henry (1993-94) and Steve Lamson (1995-96) as a recent back-to-back champion. "This is the first time I've ever ridden this track on a big bike and I just love it. This track, Steel City and Budds Creek are my favorites."

Carmichael rode like it all day long, never missing a beat on the Chad Watts-prepped KX125 even though he's still recovering from the shoulder injury he suffered just a week ago.

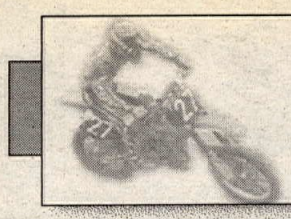
Finishing second on the day was Carmichael's closest title rival, John Dowd of the Yamaha squad. Dowd was a lackluster third in the first moto, but rode to an inspired fourth the second time after falling early. Third place went to Team Honda's Lamson, who won last weekend's Hangtown National in California. Lamson ran 6-2 in the two motos to edge out the 5-3 of Honda of Troy's Mike Brown, who put in his best effort to date in the 1998 series.

The biggest surprise of the day, if not the season, was the fifth-place overall finish of 16-year-old local rider Branden Jesseman. The Suzuki support rider was able to ride the huge wave of support given to him by the massive High Point audience of 20,000-plus to one of the best professional motocross debuts in AMA National MX history.

"I didn't know what to expect today, but I knew that I would ride my hardest and be happy with that," said the shy teenager, who finished 11th in the first moto after a ninth-place start. In the second moto, Jesseman fared even better. He ran third for much of the race before fading toward the end. He was understandably tired after competing in the first two half-hour motos of his career, but he held on for fifth place.

"I was really glad that all of the people were cheering for me and that really helped me a lot," he said. "It definitely

(Above) Ricky Carmichael (1) was again unstoppable at Mount Morris, winning both motos. Here he leads Branden Jessemen (757) and the rest of the 125cc pack out of the first turn.
(Right) Suzuki's Robbie Reynard climbs out of a rut en route to a second-place finish in the first 125cc moto.



MOTOCROSS

MAZDA TRUCK/AMA 125cc NATIONAL CHAMPIONSHIP MOTOCROSS SERIES

(Left) Team Yamaha's John Dowd took runner-up honors, going 3-4 on the day. (Right) In just his first National, 16-year-old Branden Jessemen finished fifth overall.

helped me late in the race when I started to get tired."

When the riders lined up for the first 125cc moto, points leader Carmichael chose the eighth gate from the inside with the first pick. Possibly as a result of Hangtown's epic first-turn crash last week, which may or may not have been Carmichael's fault, the rest of the major 125cc contenders all lined up to the inside of the number-one rider. Jimmy Button, Dowd, Casey Johnson and Lamson all chose gates even further inside than the one that Carmichael picked.

Dowd must have made the best choice because the Yamaha rider blasted into the lead with a rare holeshot. The SplitFire/Pro Circuit Kawasakis of Nick Wey and Carmichael followed the Yamaha rider around the sweeping first left-hander; Robbie Reynard's Primal Impulse Suzuki, and the Honda of Troy duo of Stephane Roncada and Brown followed. Next came Button, Lamson and the rookie, Jesseman. Toward the back of the back were top-10 Hangtown finishers Scott Sheak, Michael Brandes, Casey Johnson and Thor/Smith/One Industries/Sunstar-backed Josh Demuth.

Dowd's lead was short-lived. By the second whooped-out downhill, Carmichael had the lead. Reynard also found a way around Dowd, who seemed out of sorts for the first two laps before settling into the fast pace set by Carmichael. The three up front were quickly putting room on everyone else, and Carmichael was putting some distance between himself and his closest pursuers. He was aided by the fact that he was the only one jumping the huge uphill triple jump behind the starting gate.

"It wasn't something that I planned on doing, but once I got out there I saw that the approach was perfect and I could jump it pretty easily," said Carmichael of the huge launch.

According to his mechanic, Chad Watts, Carmichael was pulling about one half-second per lap on the rest by leaping the monster triple.

After displacing the fast-starting Wey, Button held fourth for the first half of the race on the Chaparral Yamaha, but he seemed to start missing his lines and falling off the pace. Button was first passed by Roncada (who was showing the most outdoor speed he's shown all season) and then by his Honda of Troy teammate Brown. Lamson also got by Button, as did the late-starting FMF/Honda rider Jason McCormick. Button's downward spiral would land him in eighth place at the conclusion of the race.

Out front, Carmichael continued to pull slightly away from Reynard, who in turn was opening up a pretty sizable cushion on Dowd. At the halfway mark, Carmichael's 2:19 pace gave him some 10 seconds on Reynard, who had even more room to spare on third-placed Dowd. The three would finish the race at about the same splits.

"Both Robbie and John are fast and strong and I knew that I had to keep up a fast pace the whole time or they might make a charge towards the end," said Carmichael, who threw a nac-nac salute to the crowd on the last set of doubles. "I had to work my butt off the whole time."

"I knew that I had to go really fast right from the start in order to have a chance at beating Ricky, but he was just going too fast that time," said Reynard, who rode hard the whole way to secure a season-best second. "I got the start I wanted and all, but he just got out there quicker."

"I pumped up a little out there and I was having a little bit of trouble with some lapped riders as well," said Dowd. "I got a great start, but I just had a hard time settling down at the beginning."

Roncada held off a determined Brown for fifth. Rounding out the top 10 were Lamson, McCormick, Button, Johnson and Wey.

Just after the second 125cc moto exploded from the line, it looked like someone in the inside trio of Button, McCormick and Reynard hit a land mine. The three bikes all piled up together just a few feet off the gate and left the three riders at the tail end of the pack. Ditto for Casey Johnson, who suffered the indignity of forgetting to turn his gas on before the card turned sideways. Only Johnson would make it back into the top 10, managing another ninth-place finish. Button would get to 11th, and McCormick and Reynard would both ultimately DNF.

Up front, Dowd and Lamson shared the holeshot ahead of Carmichael and Jesseman. Always aggressive at the start of a race, Carmichael quickly moved around Dowd and then set Lamson up with an inside-out pass on the first "S" section to start the second lap. Carmichael immediately started to pull away while Lamson tried to keep up. Dowd's day would get worse on the third lap when he fell in the back section and got up outside the top 10.

"I just made a little mistake, and you can't do that with the way Ricky is riding," said Dowd, who immediately started working his way back up. "I knew that he was long gone but I figured that every spot counted and I just rode as hard as I could."

Dowd's spill left Jesseman in control of third place, and the absolute rookie handled the gift with confidence. With Roncada in pursuit, Jesseman attacked the High Point track with the sudden support of almost every fan on the property. For almost 20 minutes he led the Frenchman before fatigue started to set in. But just as Roncada appeared ready to knock the kid off the podium, the Honda rider appeared to suffer a stripped front sprocket that left the countershaft spinning in vain. So for two more glorious laps, Jesseman held on to third before finally succumbing to veterans Brown and Dowd with just a few laps to go.

Carmichael dazzled the crowd on the last lap with a can-can trick on the uphill triple, then added a popular victory lap for the crowd's approval. Lamson was second after a much better performance than his first-moto sixth. Brown was a season-best third, followed by Dowd. Jesseman crossed the finish line an honest fifth.

Rounding out the top 10 were Noleen Yamaha's Ferry, FMF/Honda's Scot Sheak, Primal Impulse Suzuki's Ryan Huffman, Johnson, and Primal Impulse Suzuki's Buddy Antunez.

High Point Raceway
Mount Morris, Pennsylvania
Results: May 24, 1998 (Round 3 of 12)

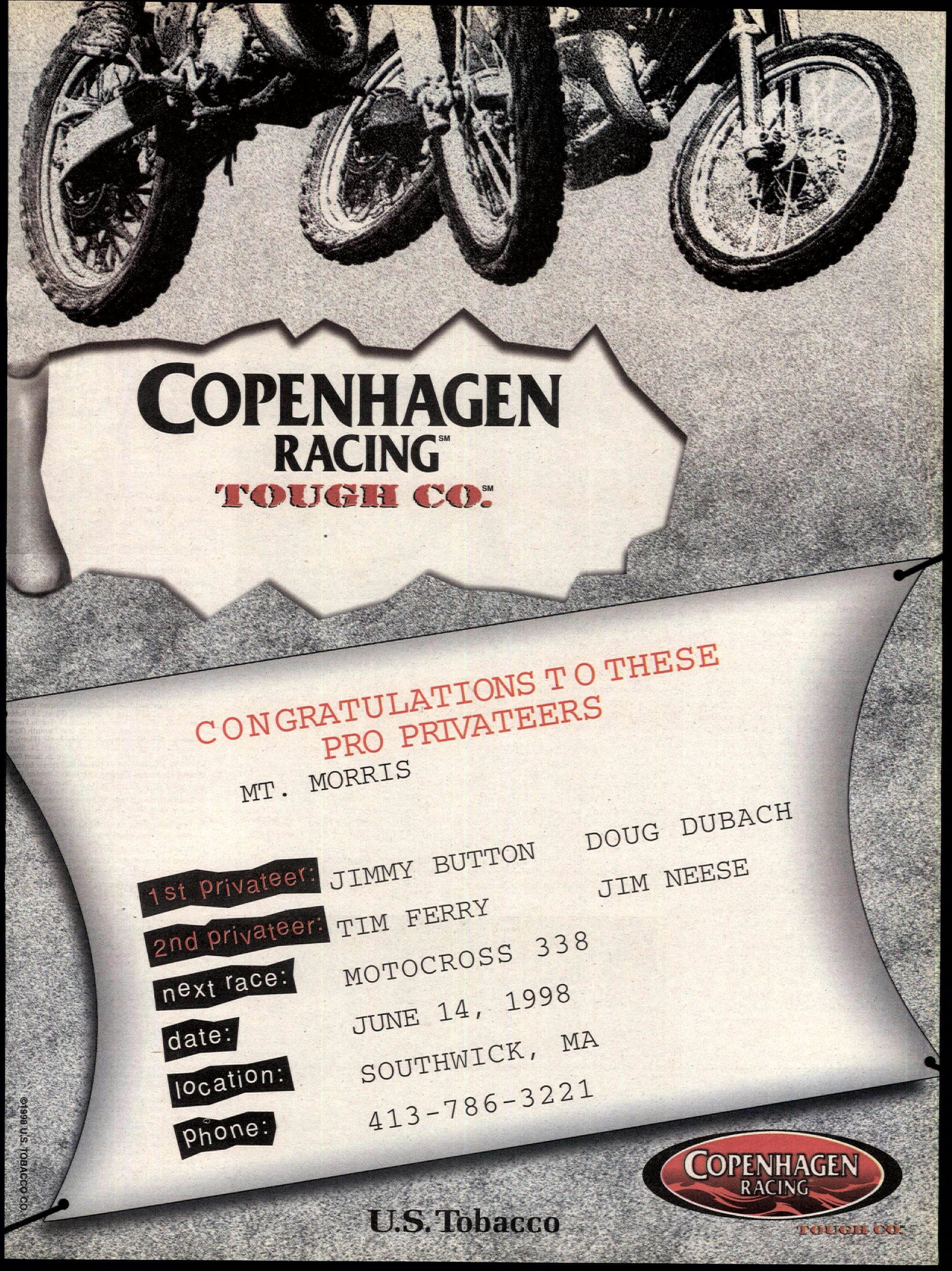
125 MOTO 1: 1. Ricky Carmichael (Kaw); 2. Robbi Reynard (Suz); 3. John Dowd (Yam); 4. Stephan Roncada (Hon); 5. Mike Brown (Hon); 6. Steve Lamso (Hon); 7. Jason McCormick (Hon); 8. Jimmy Butto (Yam); 9. Casey Johnson (Kaw); 10. Nick Wey (Kaw); 11 Branden Jesseman (Suz); 12. Ryan Huffman (Suz); 13 Danny Smith (Hon); 14. Scott Sheak (Hon); 15. Robbi Horton (KTM); 16. Tim Ferry (Yam); 17. Travis Presto (Suz); 18. Robbie Skaggs (Yam); 19. Josh Demuth (Kaw 20. Brock Sellards (Hon); 21. Casey Lytle (Hon); 22 Barry Carsten (Suz); 23. Jon Boruff (Suz); 24. Shau Perolio (Suz); 25. Nathan Ramsey (Kaw); 26. Scott Davi (Suz); 27. Joseph Oehlhof (Hon); 28. Jeffrey Baker J (Kaw); 29. Steven Herman (Suz); 30. Damien Plott (KTM); 31. Kelly Smith (KTM); 32. Ryan Clark (Kaw 33. Chad Sanner (Kaw); 34. Tom Welch (Suz); 35 Michael Winslow (Hon); 36. Steven Onisko (Yam); 37 Brian Deegan (Kaw); 38. Buddy Antunez (Suz); 39 Michael Brandes (Suz); 40. David Pingree (Hon).

125 MOTO 2: 1. Ricky Carmichael (Kaw); 2. Stev Lamson (Hon); 3. Mike Brown (Hon); 4. John Dow (Yam); 5. Branden Jesseman (Suz); 6. Tim Ferry (Yam 7. Scott Sheak (Hon); 8. Ryan Huffman (Suz); 9. Case Johnson (Kaw); 10. Buddy Antunez (Suz); 11. Jimm Button (Yam); 12. Brock Sellards (Hon); 13. Nathai Ramsey (Kaw); 14. Casey Lytle (Hon); 15. Travi Preston (Suz); 16. Robbie Horton (KTM); 17. Dann Smith (Hon); 18. Robbie Skaggs (Yam); 19. Nick We (Kaw); 20. Josh Demuth (Kaw); 21. Barry Carsten (Suz 22. Kelly Smith (KTM); 23. Jeffrey Baker Jr. (Kaw); 2 Joseph Oehlhof (Hon); 25. Chad Sanner (Kaw); 26 Damien Plotts (KTM); 27. Ryan Clark (Kaw); 28. Jo Boruff (Suz); 29. Steven Herman (Suz); 30. Michae Winslow (Hon); 31. Steven Onisko (Yam); 32. Tor Welch (Suz); 33. Stephane Roncada (Hon); 34. Shau Perolio (Suz); 35. Robbie Reynard (Suz); 36. Scott Davi (Suz); 37. Jason McCormick (Hon); 38. Brian Deega (Kaw); 39. David Pingree (Hon); 40. Michael Brande (Suz).

125 O/A: 1. Ricky Carmichael (Kaw); 2. John Dow (Yam); 3. Steve Lamson (Hon); 4. Mike Brown (Hon); Branden Jesseman (Suz); 6. Casey Johnson (Kaw); Jimmy Button (Yam); 8. Ryan Huffman (Suz); 9. Robbi Reynard (Suz); 10. Scott Sheak (Hon); 11. Tim Ferr (Yam); 12. Stephane Roncada (Hon); 13. Jaso McCormick (Hon); 14. Nick Wey (Kaw); 15. Dann Smith (Hon); 16. Buddy Antunez (Suz); 17. Robbi Horton (KTM); 18. Brock Sellards (Hon); 19. Travi Preston (Suz); 20. Nathan Ramsey (Kaw); 21. Case Lytle (Hon); 22. Robbie Skaggs (Yam); 23. Josh Demut (Kaw).

MAZDA TRUCK AMA NATIONAL CHAMPIONSHI 125cc MX SERIES POINT STANDINGS (After 3 of 1 rounds): 1. Ricky Carmichael (138/2 wins); 2. Joh Dowd (123); 3. Steve Lamson (116/1); 4. Casey Johnso (94); 5. Jimmy Button (79); 6. Mike Brown (70); Stephane Roncada (58); 8. Robbie Reynard (53); 9. Sco Sheak (49); 10. Nick Wey (47); 11. Casey Lytle (45); 1 (TIE) Tim Ferry/David Pingree (40); 14. Buddy Antune (37); 15. (TIE) Jason McCormick/Nathan Ramsey (29 17. Michael Brandes (28); 18. Danny Smith (27); 19. (TIE Branden Jesseman/Brian Deegan (26).

Upcoming Rounds:
Round 4 - Southwick, Massachusetts, June 14
Round 5 - Budds Creek, Maryland, June 21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phone: 413-786-3221
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Parker 3, everybody else 0

By Dave Hoenig
Photos by Flat Trak Fotos

SPRINGFIELD, IL, MAY 25

Only two other times in AMA Grand National Championship history have riders started off the year with two victories (Steve Eklund in 1978 and Chris Carr in 1992). Never has anyone ever started a season three-for-three. Until now. Scott Parker, the man who already owns nearly all the records, added another accomplishment to his already impressive resume when the Harley-Davidson/AGV/HOG/Fick-backed Michigander won his third race in a row, this one coming in the rain-delayed Springfield Mile.

At first glance one might think, "Ho-hum, just another Parker win," but this race was anything but boring.

Despite heavy rains that left the big oval a muddy mess, the Illinois Motorcycle Dealers were able to whip the fast mile into near-perfect condition when the AMA stars hit the track a day late.

Virtually every preliminary race had three to six riders going for the win. And the National was no different - even at the midpoint of the 25-lap race, 15 to 16 riders were in the lead pack. Dan Butler, Rich King, Dave Camlin, Steve Morehead, Jay Springsteen and Scott Parker all led laps, and almost everyone else ran up front at one time or another on the track.

But the finish was typical Springfield. Three riders at the line, with the camera needed to name the winner - and several other positions as well.

Even Parker was unsure.

"Towards the end, from turn four to the finish line, I thought 'Man I've got it,'" he said. "Then at the last second, Chris (Carr) and Jay (Springsteen) go by. I was sure that I'd beaten Chris, but I didn't see Jay until the last second. Springer looked like he might have been ahead, but going past the line at 130 mph, it's hard for us to judge. At the line, I was looking at the bike next to me (Carr's); then a split second later I see Jay and he's ahead. I'm thinking, 'I know I beat that guy to the line, but did this guy (Springsteen) beat me?' I'm looking at this tire and all of a sudden Springer just appears."

A short time later, Parker was named the winner, and he jumped on with Springsteen for his victory lap. "Hang on, I don't have any brakes!" cautioned Springsteen.

"That was really fun, just like the old days. It all seemed so easy," said the Bartel's Harley-Davidson/RC Trucking-backed Springsteen of his third-place finish.

Harley-Davidson of Sacramento/Phoenix Racing's Carr finished second by the narrowest of margins.

"I put myself in the best position to win on the last lap, but I just didn't get it done," Carr said. "I came up just that short. I looked at the tape and Scotty barely had me and Jay was about six inches back."

Virtually every rider that finished in the top 10 felt they had a shot at winning the race.

Corbin Racing's Rich King came home fourth after leading many laps.

"On the last lap, I just got into turn one a little bit hot and drifted too high and got off the groove," King said. "That was the race for me - that lost it. The bike was really good, my whole team did a good job - they worked together and had it dialed in. I just made a little error on the last lap."

Rounding out the top five was two-time Springfield winner Dave Camlin.

"Maybe next time I'll get a little more aggressive with six laps to go, so I could be a little more up front," he said. "It (his Saddlemen's/1-800-FAST-HOG/Moroney's Harley-Davidson-backed Harley) was working awesome, but then with about three to go I couldn't get off four with them - it would just get real sideways."

HEATS

The first 10-lap heat set the tone for the day as five riders fought over the three direct-transfer spots. Fast qualifier Camlin led the five riders out of turn four on the last lap, only to finish in second.

"I just didn't get off four good enough," said Camlin.

It was the yellow Honda of King that crossed the line first, ahead of Camlin, Carr, Jim Sumner and Kevin Varnes.

"That was fun, racing with those guys - they give you a lot of room," King said. "All that road racing sure didn't slow Carr down any."

The second heat was just as breathtaking. Seven riders broke away, with each one of them leading at some point on the track. Will Davis, Joe Kopp, Paul Lynch, Mike Hacker, Johnny Murphree, Kenny Coolbeth and Dale Jenneman were all in position to transfer at one time or another, but it was Tommy Cummings Racing/Michigan Harley-Davidson Dealers-backed Davis coming out on top.

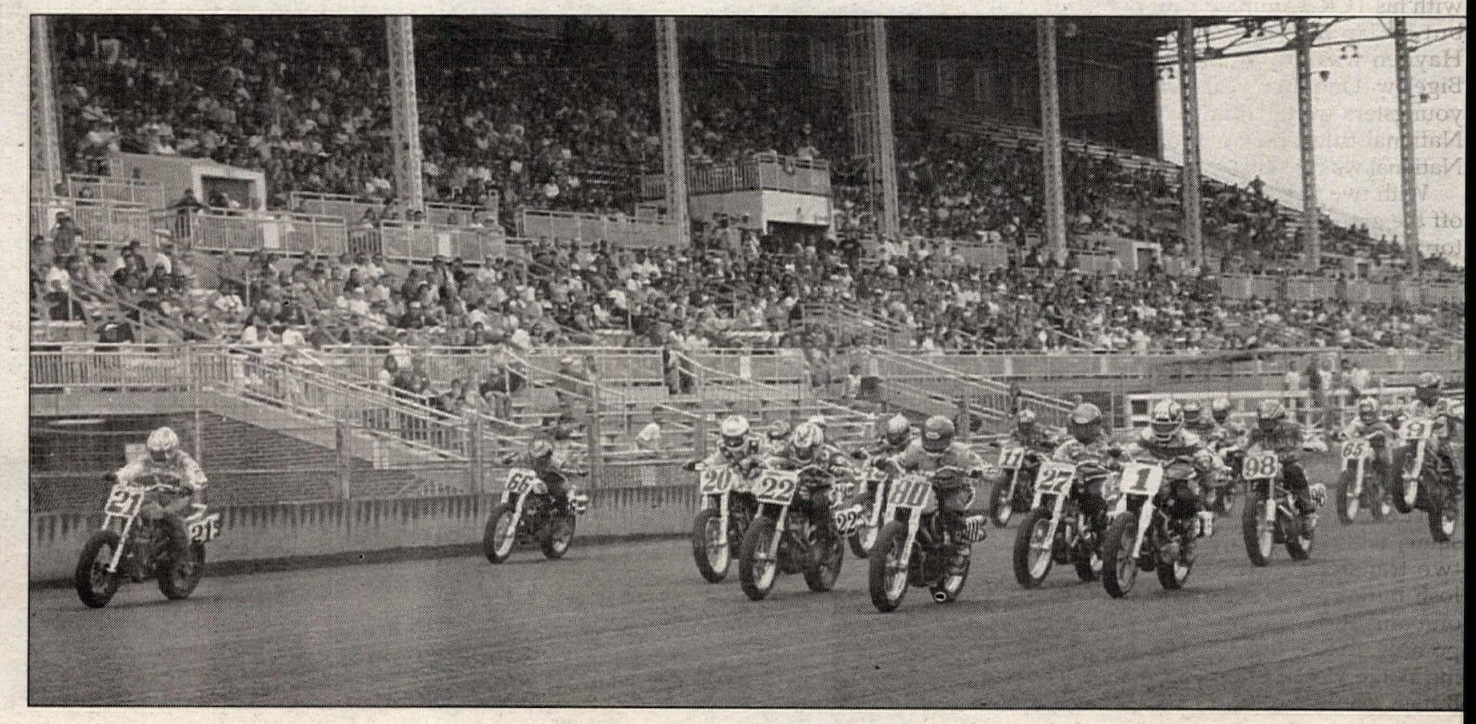
"Was that awesome or what?" Davis asked. "We wait every year for racing like that. I want to win at this place, real bad."

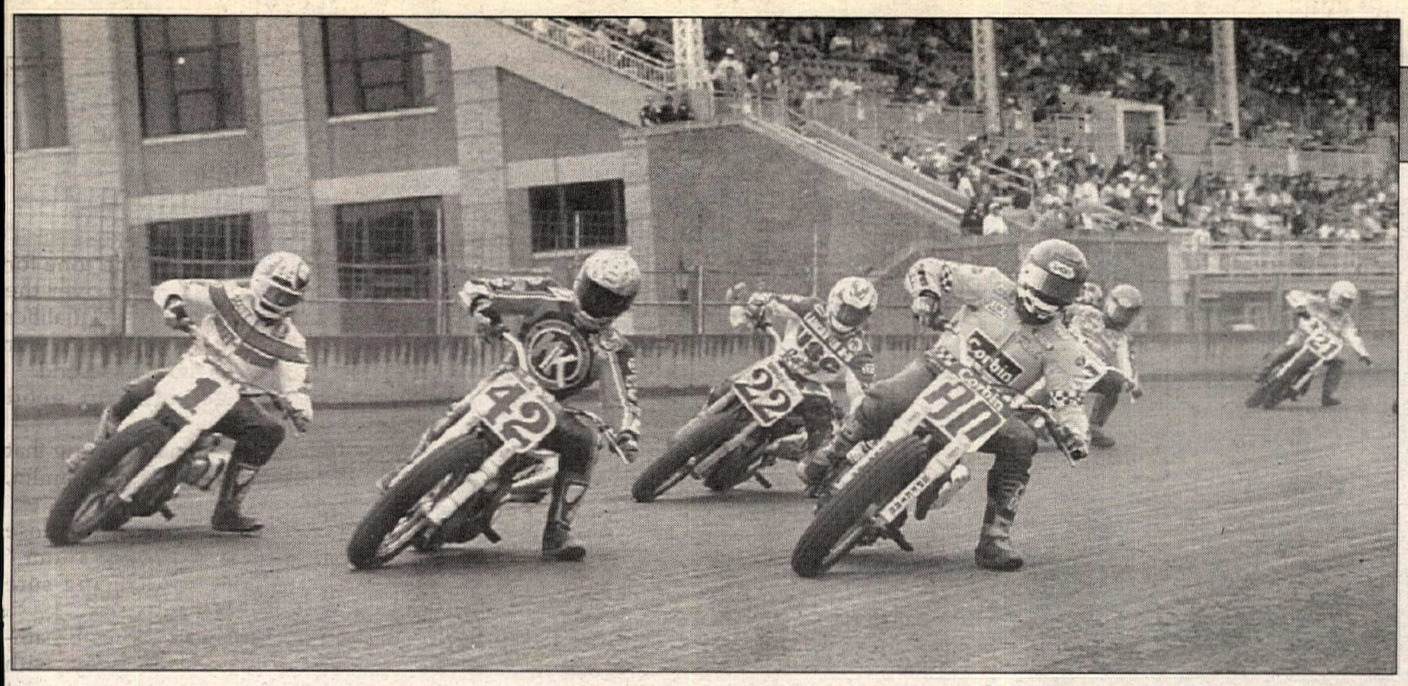
Freddie Schmulbach Racing/Eddie Adkins Racing-backed Johnny Murphree turned heads, as last year's Rookie of the Year drafted by Missouri Harley-Davidson/Dave Burk's Racing's Joe Kopp for second. Kopp's teammate Coolbeth was just off the mark in fourth over Lynch, Jenneman and Hacker.

Seven- and eight-rider packs were now the norm. Terry Poovey, Paul Morgan and Springsteen pulled a small lead early in the third heat. Parker, however, was working up from a slow start, bringing Brett Landes, Brent Armbruster and Bryan Bigelow along.

"I was running a new edge on my tire and it took a couple of laps to run it in," Parker said. "Then it was just racing with Jay and Terry."

(Above) Oh so close: Reigning AMA Grand National Champion Scott Parker (1) just beat former title holders Chris Carr (4) and Jay Springsteen (9) to the stripe to win the Memorial Day running of the Springfield Mile, extending his season win streak to three straight.
(Below) Rich King (80) and Will Davis (21) looked to have good starts in the 19-rider, 25-lap main event. Honda stalwart King went on to finish fourth, while Davis was sixth, behind Davey Camlin (27).





(Above) Sixteen riders contested the lead for much of the main event. Here, series veterans Parker (1), Steve Morehead (42) and King (80) run three-wide into turn one, with Dan Butler (22) hanging tough as well. Morehead wound up eighth, and Butler ninth.
(Right) Family style: After AMA officials determined the winner of the photo finish, winner Parker hopped aboard lifelong friend Springer's machine and received a chauffered victory lap.

USC Racing's Poovey brought his Harley home over Springsteen while Landes led Bigelow and Morgan to the semis.

The last heat was no exception to the large-pack-racing rule. Morehead led Dan Stanley, Dan Butler and Bret Beyer, while Geo Roeder closed on the lead group. Roeder had started on the penalty line after he was forced to use his backup bike.

"I couldn't ride the bike I qualified because the clutch went out of it, just as I was going out for my heat race," Roeder said. "Both bikes were really running good today."

On lap seven, Beyer took the point over Stanley and Butler, but a slip off the groove dropped Beyer out of the draft. One lap later, his misfortune would turn around. As the pack entered turn one, Morehead checked up and Roeder had nowhere to go.

"Butler dove down on me in turn one and I was going to hit him and highside," Morehead said. "He claimed he never saw me. Roeder didn't have anywhere to go. He got into me and about knocked me down, but it wasn't Geo's fault there."

USC Racing/Lancaster Harley-Davidson's Butler held on for the win over Gardner Racing/Walters Brothers' Stanley. S&B Racing/Suburban Motor's Beyer slipped into third over J.R. Schnabel and Mike Varnes. Roeder and Morehead followed well back.

SEMIS

Although it didn't seem possible, the semis were even more hotly contested than the heats.

The first semi was led into turn one by Nicky Hayden, but he was quickly dropped back by Roeder and Jim Sumner. Hayden dropped back a ways with his TCR teammate Paul Bergstrom, but by lap four of the eight-lap race, Hayden was on the point over Bryan Bigelow. Only two years ago, these two youngsters were battling over Amateur National titles; now a spot in a Grand National was at stake.

With two laps to go, Hayden slipped off the groove and Sumner was back on top over Bigelow and Bergstrom. At the checkered flag, it was USC Racing/Lancaster Harley-Davidson's Bigelow up front. The race for second was so close that the camera couldn't decide who won, so both Suburban Motors' Jim Sumner and KK Supply/Mike & Eddie Adkins' Geo Roeder were placed into the National. Hayden was a close fourth over Bergstrom.

The second semi was more of the same, with seven riders trying for the two transfer spots. Kevin Varnes led Josh Butler and Mike Hacker into turn one and then Hacker took over, temporarily. By lap two it was Hacker leading Willie McCoy, Varnes, Coolbeth and Butler. The lead pack continued to grow as Shaun Russell and Paul Morgan joined in.

On the last lap, Varnes led Russell and Hacker into turn one. Then, going into turn three, there was contact between Hacker and Varnes, with Varnes sliding off the groove. Saddlemen/1-800-FAST-HOG/Moroney's-backed Hacker held on for the win, with Bartel's Harley-Davidson's Shaun Russell grabbing a second and his first trip to a Grand National main. Coolbeth, McCoy and Mike Varnes rounded out the top five.

The last semi *only* had five riders going for the win. F&S Harley-Davidson/KK Supply-backed Morehead came out on top, while Harley-Davidson Central/Frontier Harley-Davidson's Dale Jenneman drafted from fourth to second on the last lap. Brett Landes, Steve Beattie and J.R. Schnabel were just short and headed for their vans.

GRAND NATIONAL

As close as the racing had been all day, it was only compounded when the 19 riders in the National took the green.

Positions were in a constant state of flux. Rarely did the leader at the line lead into turn one. Even at the halfway point, 16 riders were in the lead draft.

The early leaders were King, Butler, Davis and Morehead, but Camlin and Parker soon wedged their way up front, with Carr and Springsteen also joining in the fray.

"I love it," Parker said later. "I didn't get the best holeshot in the National; I didn't get a holeshot all day - I don't know what the deal was on that. I usually get better starts. Today I think the back row was passing me, but we dealt with it. We had a new edge on the tire, but once I got rolling, it took a couple of laps to scuff it in. You don't want to bring the temperature up too fast or you have more of a chance to blister your tire. We just ran around with them for a little bit, tried to not let them get too much ground on me and kept my wheels in line."

Morehead made an early charge stand up for a while.

"Early on if felt real good, but when it came time to pick up the pace, we were undone," Morehead said. "I don't know if a valve spring laid down or what; the motor just quit revving up. I just couldn't run with them. It's always fun to run up there with the good guys. They're all up there looking around, giving everybody room - that's the elite; it doesn't get any better. When you see a guy look over his shoulder, then move over and give you room, it makes it a pleasure."

At the halfway point, King was up front, with Morehead and Parker in tow.

As the race drew to a close, it was King, Parker, Springsteen and Carr leading the pack. Parker had made a couple of ventures to the front only to be reeled back in.

"I tried a couple of times to get away," Parker said. "I thought there a couple of good shots, but for whatever reasons, today it was just tough."

King looked to be in position to score his first mile victory.

"I wanted to be right behind Scotty, down in one and two on the last lap," he explained later. "Springer came around on the outside, and I didn't expect him to do that. It startled me a little bit and I stayed on the gas a little too hard. I just drifted a little bit wide. If I'd had a couple of laps after a mistake like that I could have gotten back into the hunt, but not with less than a lap to go. I dropped about 10 bike lengths back and just couldn't catch back up. I'm upset about my mistake, but I'm happy with the day overall."

Parker's last-lap strategy was simple.

"That last lap, I really ran it into turn one and carried some good momentum down the back straight," he said. "No one passed me, so I thought 'Man, this is great,' but I was afraid they would catch me going into three and be able to draft by. I was hoping I didn't screw up, but I thought that was where I needed to be at that point - lead into three and go with that."

The race to the line was close, with Carr, who had started from the penalty line on his backup bike, just inches short.

"We broke a rocker arm in the number-one bike," Carr said. "It broke sitting here in the pits. I worked my way up into about seventh or eighth pretty early. So I decided to conserve a little bit of tire for the end. Then we dropped the hammer a little more, but it got tougher and tougher to move to the front. I thought, 'If I'm going to have a chance to win this thing, I've got to get up further.' The right breaks came along, a couple of guys got a little bit wide in the corners and I was able to pick up some positions. I started running it into the corner a little bit deeper and making guys check up a little bit in order to move to the front. I had to go off what Scotty was doing. I got a better drive off four the last lap - he actually lit it up and I got too good of a drive. I got too close to him, so I wasn't able to use a slingshot. I just got on his rear wheel and cheeped along. Had I given him a bit more room, I might have been able to make a run at him."

Camlin wasn't satisfied with his fifth-place finish.

"We knew we were going to have trouble coming off turn four; we just couldn't get the bike to work right," he said. "With about five laps to go I thought everything was good, then I just couldn't get off four with those guys. It's just one of those things. We tried to get it figured out, but it's a new frame; this is the first time we rode it - that might have had something to do with it."

Also running in the lead pack but not totally happy was Davis.

"I was in the lead pack and as usual I slid it off the groove once again; it ain't the first time I've done that," Davis said. "I went from second to seventh or eighth - I worked my way back to sixth. There's a whole lot happening in those packs; people watching can't really see - I mean there's a lot to comprehend there. I'm fairly happy; we learned a lot today. I just rode the wrong lines, got up high and thought there might be something, but it didn't work out. The draft pulled me in and I just tried to run around that top and pass somebody. I got the rear wheel out on the edge of it; once the rear wheel goes sideways it just sucks you out there more."

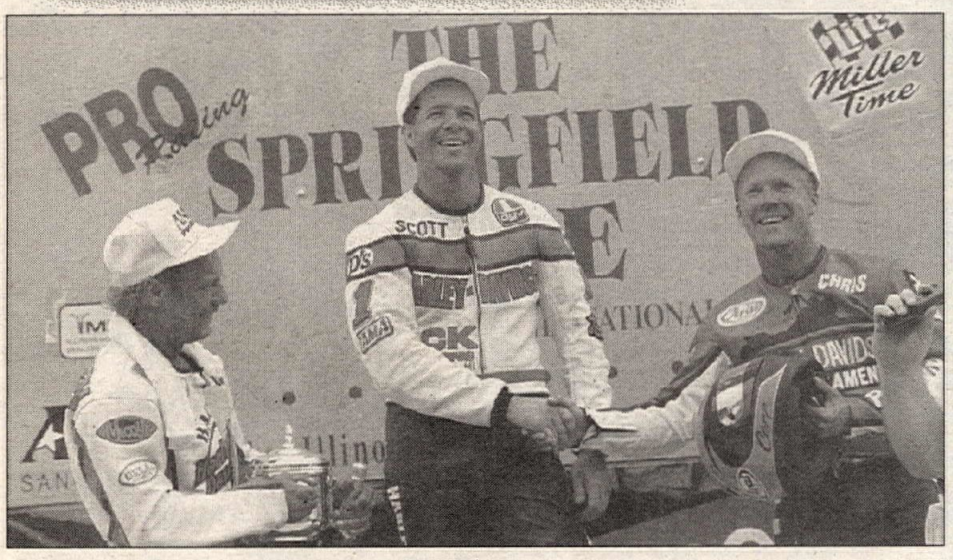
Seventh went to Mike Hacker as he bounced around in the large pack.

"I checked my lap times and I turned some fast laps, but I was just tied up back in the pack," Hacker said. "There was no room to do anything. Everybody was bunched up. After Kopp broke, coming out of two, it kind of spread us out and I got three more people there at the end. I couldn't figure out how to pass anybody in that train. We were sure going back and forth. I wish I could have made it out of my heat and started a little farther up."

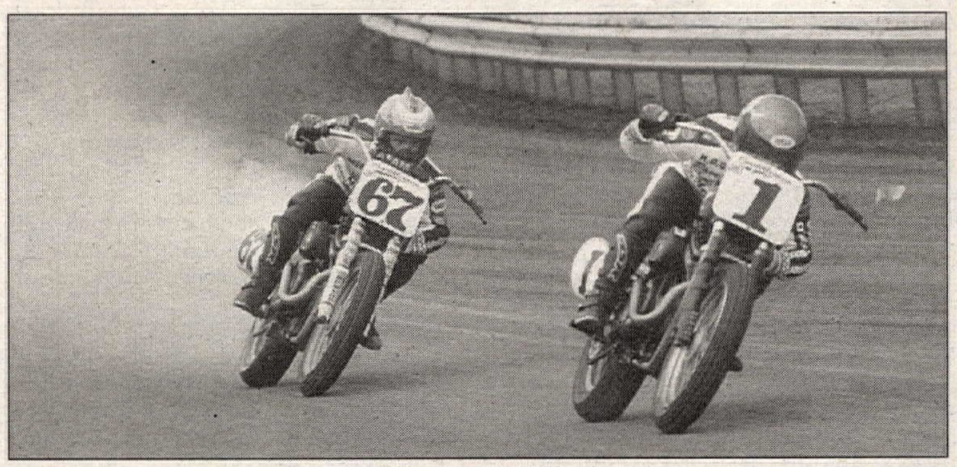
Kopp's problem was the loss of his chain, while running in the top 10.

"We threw a chain," he said. "It just flew off. I don't know if the frame flexed a little or what. It was working really good."

DIRT TRACK
AMA GRAND NATIONAL CHAMPIONSHIP SERIES



(Left, left to right) Champions all, Springsteen, Parker and Carr share a laugh aboard the victory podium.
(Above) Whatever the outcome of the final, (left to right) Johnny Murphree, Will Davis, Davey Camlin and Chris Carr were happy, as their top four placings in the Beer Nuts Dash guaranteed them a spot in the $50,000 Hall of Fame race on Labor Day Weekend.
(Below) Things didn't look good for Mike Hacker (67), as he trailed reigning Harley-Davidson Sportster Performance Series Champion Davey Camlin (1) in this heat race. But the teammates posted posted 1-3 finishes in the main, with Camlin taking the win.



Morehead slipped to eighth, leading Dan Butler and his USC Racing teammate Terry Poovey.

"I haven't ridden in a long time," Poovey explained. "The last time I rode a 750 was Del Mar, so it kind of took me a while to get back into the swing and I still felt rusty. I think if I keep going, I'm going to be okay. I'm going to the next one. If Gerry (Booher) is going to take me to the races, I'm going to go. I'm happy and I hate those Harleys - I'm going to have my Honda at DuQuoin, the last brand-new one in the world."

After a review of the finish-line tape, Bret Beyer came home 11th over Geo Roeder, Bryan Bigelow, Dale Jenneman and Dan Stanley.

"I got into the National by the skin of my teeth," Roeder said. "I got a good start, but we had put a new tire on and I was slipping and sliding the first four laps or so. Then it seemed to come in and I just stayed where I was at; I couldn't seem to move up. I think the bike started to tie up a little in the main. In the heat and semi I was drafting the fast guys; it seemed like in the final I just sat there. We'll get it figured out."

"It was interesting - a great experience. It taught me a lot today," Bigelow said. "We ran up front in everything we rode today: the heat, semi and main. Even though I finished 13th, I could still see the leaders and that's the first time I've ever done that. I got a lot of experience and my confidence is growing every week."

"We came a long way from practice, with our new bikes," Stanley said. "It was working real good for the main event; I was right there until about halfway. Something faded in the motor; we just lost a little bit of power. I couldn't even spin the tire off the turns. Guys started pulling away from me and I couldn't draft anyone. It wasn't the tires - the tires were beautiful after the race. Greg's (Crow) going to have to look into the motor. Chris (Carr) got up there with me and I got in behind him and started following him through guys here and there. I thought, 'This is going to be good, we're saving the tire.' Then all of a sudden we lost horsepower. I couldn't pull anything off the turns. We just had to cruise around and let everybody pass me."

Jim Sumner topped rookie Shaun Russell for 16th, but you still couldn't get the grin off Russell's face.

"It felt good - I finally got it out of the way," Russell said. "I had a few problems. I went off the groove a few times. I don't know what the deal was - I think I got a little oil on my tires. I don't know if that's what did it or not."

The first to drop out was Johnny Murphree.

"I got off the line pretty bad; from the front row, I was trying to work my way up and the thing started handling funny," Murphree said. "After the halfway point, I slipped off the groove and ended up having a flat tire. I slipped the groove the first time and it was acting kind of funny coming off the corners. I had it in the back of my mind that the tire must be going flat. Sure enough, I think it was the 13th lap, coming off two, it gave up the ghost. I pulled it in down there in turn three and had to watch the rest of the race. I pulled a wheelie at the start of the National and when I tried to feather it back with the clutch, I lost my drive and just went back; the guys from the second row were going around me - I think even the third row. I got up to eighth or so, then I went off the groove. I hope it was the tire and not my mistake."

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL

James Hart led the Sportsters into turn one but was soon run down by Miller Electric's Jess Roeder and Saddlemen's Dave Camlin. DPC's Willie McCoy moved into the top three as they began to break away. The second pack was led by Scott Stump over Hart, Tim Eades and John Faulkner.

At the start of the fifth lap, Stump lost the front end entering turn one and crashed, bring out the red flag. Stump was uninjured, but he was unable to make the restart.

Camlin, Roeder and McCoy picked up where they left off, with Hart back in the picture. Moving up through the pack was Camlin's Saddlemen teammate Hacker. With just two laps left, Hacker took over third, dropping McCoy to fourth.

Eades moved past Hart and Faulkner late in the race for fifth.

BEER NUTS HALL OF FAME QUALIFIER

The first of the Hall of Fame qualifying races fell to Carr as the five-lap, 10-rider race turned into a four-rider runaway. The top three finishes of Carr, Camlin and Davis weren't too surprising, but the fourth-place finish of youngster Johnny Murphree was.

"I'm just as happy as I can be," he said. "I was hoping to make it, maybe at Peoria or somewhere after the top guys were already in. I'm more surprised and elated than anything. I'm ready for it to happen. I wish they were having it today. I was kind of upset after that, but that Beer Nuts deal really made my day. Other than that flat tire, we had a pretty good day. I learned a lot in that Beer Nuts race. That Beer Nuts race was a heck of an experience, just to be racing with those guys. I was happy to be fourth. I wanted to get by, but I was just tucked in and I knew they were pulling me enough that I didn't have to worry too much about anybody drafting by me. I didn't know we were so far out front. Every time I'd slip up just a little, it really scared me. We learned a lot today, that's for sure."

Surprisingly, Parker did not move on to the $50,000 race - at least not yet.

"I lit the tire up and got another bad start. On the second lap I started catching up to those guys, thinking I was right where I needed to be. Then I scuffed the guard rail in three," said Parker, showing off the quarter-sized raw spot on his left hand. "It set the bike up and I was lucky to roll on through. I think a couple of more laps and I'd have been set."

ROGER REIMAN MEMORIAL HARLEY-DAVIDSON SPORTSTER PERFORMANCE CHALLENGE

Camlin continued to roll on his Sportster, taking the five-lap race over Willie McCoy, Mike Hacker and James Hart. Jess Roeder slipped back to fifth on the last lap, while Tim Eades was sixth. CN

Illinois State Fairgrounds
Springfield, Illinois
Results: May 25, 1998 (Round 3 of 19)

HEAT 1 (10 laps; 11 riders, top three transfer): 1. Rich King (Hon); 2. Dave Camlin (H-D); 3. Chris Carr (H-D); 4. Jim Sumner (H-D); 5. Kevin Varnes (H-D); 6. Steve Beattie (H-D); 7. Nicky Hayden (H-D); 8. Josh Butler (H-D); 9. John Nickens III (H-D); 10. Nick Daniels (H-D); 11. Willie McCoy (H-D).
Time: 6 min., 02.375 sec.

HEAT 2 (10 laps; 11 riders, top three transfer): 1. Will Davis (H-D); 2. Johnny Murphree (H-D); 3. Joe Kopp (H-D); 4. Ken Coolbeth Jr. (H-D); 5. Paul Lynch (H-D); 6. Dale Jenneman (H-D); 7. Mike Hacker (H-D); 8. Paul Bergstrom (H-D); 9. Gary Rogers (H-D); 10. Jerry Vanderkooi (H-D); 11. Kevin Olliges (H-D).
Time: 6 min., 02.853 sec.

HEAT 3 (10 laps; 11 riders, top three transfer): 1. Scott Parker (H-D); 2. Terry Poovey (H-D); 3. Jay Springsteen (H-D); 4. Brett Landes (H-D); 5. Bryan Bigelow (H-D); 6. Paul Morgan III (H-D); 7. Brent Armbruster (H-D); 8. Billy Martin (H-D); 9. Shaun Russell (H-D); 10. Devon Pritchard (H-D); 11. Jose Aguilar (H-D).
Time: 6 min., 03.885 sec.

HEAT 4 (10 laps; 10 riders, top three transfer): 1. Dan Butler (H-D); 2. Dan Stanley (H-D); 3. Bret Beyer (H-D); 4. J.R. Schnabel (H-D); 5. Mike Varnes (H-D); 6. Geo Roeder II (H-D); 7. Steve Morehead (H-D); 8. Jim Filice (H-D); 9. Steve Gill (H-D); 10. Brian Kromroy (H-D).
Time: 6 min., 04.035 sec.

SEMI 1 (8 laps; 11 riders, top two transfer): 1. Bryan Bigelow (H-D); 2. Jim Sumner (H-D); 3. Geo Roeder II (H-D); 4. Nicky Hayden (H-D); 5. Paul Bergstrom (H-D); 6. Paul Lynch (H-D); 7. Billy Martin (H-D); 8. Nick Daniels (H-D); 9. Steve Gill (H-D); 10. Kevin Olliges (H-D); 11. Jose Aguilar (H-D).
Time: 4 min., 52.480 sec.

SEMI 2 (8 laps; 10 riders, top two transfer): 1. Mike Hacker (H-D); 2. Shaun Russell (H-D); 3. Ken Coolbeth Jr. (H-D); 4. Willie McCoy (H-D); 5. Mike Varnes (H-D); 6. Paul Morgan III (H-D); 7. Josh Butler (H-D); 8. Kevin Varnes (H-D); 9. Jerry Vanderkooi (H-D); 10. Jim Filice (H-D).
Time: 4 min., 51.705 sec.

SEMI 3 (8 laps; 10 riders, top two transfer): 1. Steve Morehead (H-D); 2. Dale Jenneman (H-D); 3. Brett Landes (H-D); 4. Steve Beattie (H-D); 5. J.R. Schnabel (H-D); 6. Brent Armbruster (H-D); 7. Devon Pritchard (H-D); 8. Gary Rogers (H-D); 9. John Nickens III (H-D); 10. Brian Kromroy (H-D).
Time: 4 min., 48.789 sec.

GRAND NATIONAL (25 laps; 19 riders): 1. Scott Parker (H-D); 2. Chris Carr (H-D); 3. Jay Springsteen (H-D); 4. Rich King (Hon); 5. Dave Camlin (H-D); 6. Will Davis (H-D); 7. Mike Hacker (H-D); 8. Steve Morehead (H-D); 9. Dan Butler (H-D); 10. Terry Poovey (H-D); 11. Bret Beyer (H-D); 12. Geo Roeder II (H-D); 13. Bryan Bigelow (H-D); 14. Dale Jenneman (H-D); 15. Dan Stanley (H-D); 16. Jim Sumner (H-D); 17. Shaun Russell (H-D); 18. Joe Kopp (H-D); 19. Johnny Murphree (H-D).
Time: 14 min., 48.350 sec.

AMA GRAND NATIONAL CHAMPIONSHIP SERIES POINT STANDINGS (After 3 of 19 rounds): 1. Scott Parker (69/3 wins); 2. Rich King (42); 3. Chris Carr (38); 4. Terry Poovey (28); 5. Will Davis (27); 6. Steve Morehead (26); 7. Jay Springsteen (24); 8. (TIE) Geo Roeder II/Kevin Varnes (23); 10. Mike Hacker (22); 11. Dan Stanley (20); 12. Dave Camlin (19); 13. J.R. Schnabel (18); 14. (TIE) Joe Kopp/Brett Landes (16); 16. Nicky Hayden (13); 17. (TIE) Bryan Bigelow/Dan Butler/Steve Beattie/Charlie Orr (12).

HARLEY-DAVIDSON SPORTSTER PERFORMANCE NATIONAL (12 laps; 17 riders): 1. Dave Camlin; 2. Jess Roeder; 3. Mike Hacker; 4. Willie McCoy; 5. Tim Eades; 6. James Hart; 7. John Faulkner III; 8. Al Eadie; 9. Gary Rogers; 10. Ryan Brown; 11. Geramy Rackley; 12. Tom McGrane Jr.; 13. Yuhiko Hirao; 14. Billy Martin; 15. Scott Stump; 16. Paul Bergstrom; 17. Robert Miller.

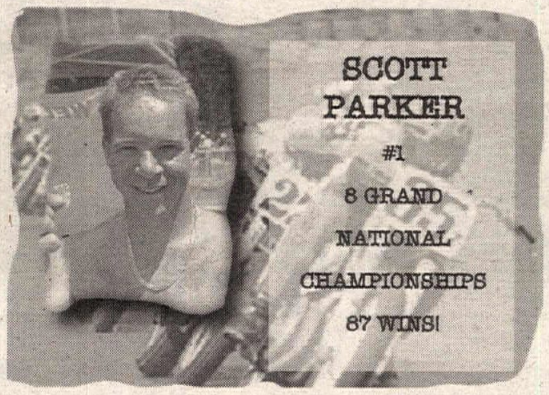
AMA HARLEY-DAVIDSON SPORTSTER PERFORMANCE SERIES POINT STANDINGS (After 2 of 13 rounds): 1. Jess Roeder (42/1 win); 2. Mike Hacker (35); 3. Tim Eades (28); 4. Dave Camlin (26/1); 5. (TIE) Robert Miller/John Faulkner III (18); 7. (TIE) Scott Stump/Gary Rogers (17); 9. Tom McGrane Jr. (16); 10. (TIE) Billy Martin/Willie McCoy/Brian Kromroy (15); 13. Ryan Brown (14); 14. James Hart (13); 15. Jason Fletcher (12); 16. (TIE) Alan Eadie/Shaun Russell (11); 18. (TIE) Geramy Rackley/Bob Buffington (8); 20. Yuhiko Hirao (6).

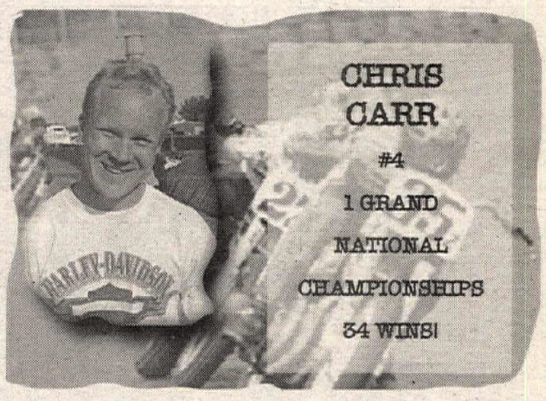
BEER NUTS HALL OF FAME QUALIFIER (5 laps; 10 riders): 1. Chris Carr (H-D); 2. Dave Camlin (H-D); 3. Will Davis (H-D); 4. Johnny Murphree (H-D); 5. Rich King (H-D); 6. Scott Stump (H-D); 7. Joe Kopp (H-D); 8. Terry Poovey (H-D); 9. Dan Stanley (H-D); 10. Dan Butler (H-D).
Time: 2 min., 59.726 sec.

ROGER REIMAN HARLEY-DAVIDSON SPORTSTER PERFORMANCE CHALLENGE (5 laps; 6 riders): 1. Dave Camlin; 2. Willie McCoy; 3. Mike Hacker; 4. James Hart; 5. Jess Roeder; 6. Tim Eades.
Time: 3 min., 09.484 sec.

Upcoming Rounds:
Round 4 - Minerallwells, Virgina, June 20
Round 5 - Lima, Ohio, June 27

BIG STARS!





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The Dirt Track Hall of Fame Race will happen because of the very special individuals and companies listed below. These are serious dirt track enthusiasts who contributed $2,000 each to finance the inaugural race and to establish the Dirt Track Hall of Fame. We owe these people a HUGE debt of gratitude, and take this opportunity to say THANK YOU!

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Bill Anderson; Sharon Andrae,
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SATURDAY SEPTEMBER 5TH 1998
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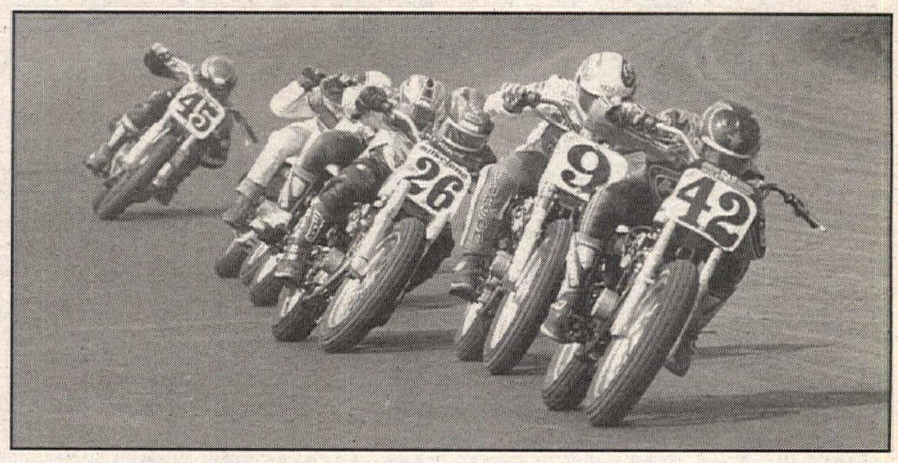

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Ducati conquers

By Johan Vandekerckhove
Photos by Gold & Goose

ALBACETE, SPAIN, MAY 24

It was a Ducati triple play in Spain, the Italian brand winning both races - one wet, one dry - and taking over the top two spots in the World Superbike Championship before a sparse crowd of 10,000 on a day of unsettled weather at the Circuito de Albacete.

Italian Pier-Francesco Chili led a Ducati sweep of the wet first race, the Italian twins handling the rain-induced wheelspin better than the Japanese fours in a race which, prior to the start, was shortened by six laps, 26 to 20, due to the rain. Chili's teammate Troy Corser was second, the top two using Michelin rain tires.

Corser's second-place finish, along with a 10th-place finish by Yamaha's Noriyuki Haga, vaulted Corser to the top of the championship after the first race. He would extend his lead in the second race.

"Both race results were good for me and Ducati and, as I am leading the points table now, things start getting serious from here onwards," the 1996 World Superbike Champion said.

Spaniard Gregorio Lavilla, riding for De Cecco Racing, was the fastest qualifier in the dry and led from laps four to 12 of 20, giving up second to Corser on the final lap. It was Lavilla's first wet race on a Dunlop-shod Ducati.

The second race was run on a mostly dry track, with the sun making a late appearance. It was led flag to flag by Ducati Performance's Carl Fogarty, the Englishman fending off the early advances of Yamaha's Haga to pull away to an easy victory, his second of the year and the 47th of his career.

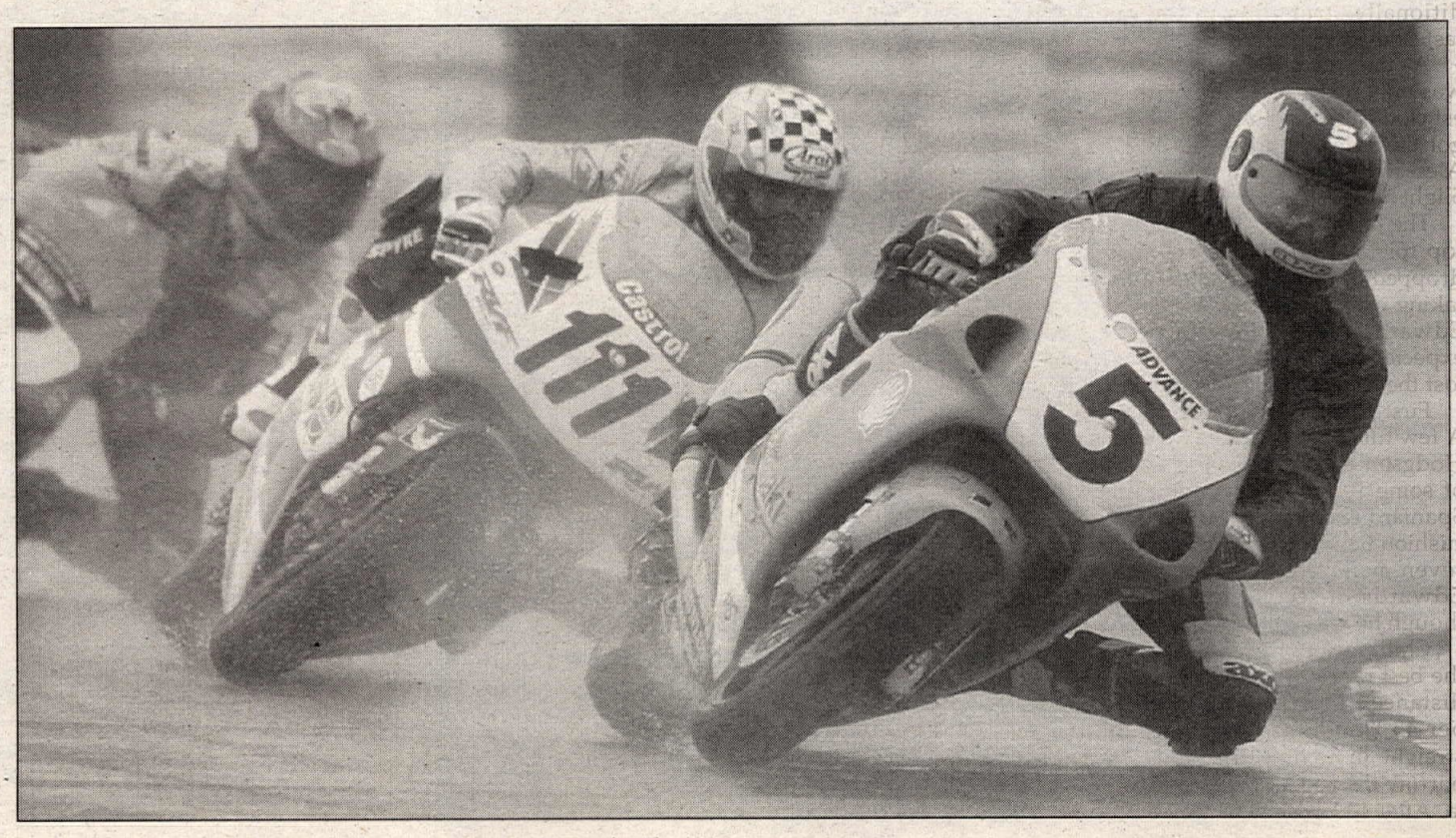
Haga would be passed by Castrol Honda's Aaron Slight and Ducati's Corser, and end up fourth.

At the end of the day Corser led the points standings with 135, seven ahead of Fogarty, now second, with Haga third at 123. Haga said he never found a good wet setup and turned the first race, where he finished 10th, into a points-paying exercise. He would also admit that, if the season continued to suffer changing weather, his meteoric rise was over.

"I was taking a lot of risks today and it's hard to do this and come home fourth, but I'll keep going," Haga said.

Haga's teammate Scott Russell celebrated his 100th World Superbike race in the second leg by finishing a disappointing ninth, the victim of a faulty steering damper. After completing the first lap in fifth, and slowly fading, he was passed on the final lap by Suzuki's Peter Goddard. Russell was sixth in the

(Above) Noriyuki Haga (41) leads the way at the start of rainy race one, ahead of Neil Hodgson (5), Colin Edwards II (45), Gregorio Lavilla (35), Alessandro Gramigni (partially hidden), Aaron Slight (111) and the rest.
(Below) Hodgson leads Slight and Pier-Francesco Chili. Hodgson had the lead briefly in race one but ultimately finished seventh. Slight was fourth and second on the weekend, the only non-Ducati rider on the rostrum.



first race after a clutch problem caused him to botch the start. Later in the race, when he was running in fifth, he developed a misfire which he thought would be terminal, but it cleared up and he would only lose a spot.

"Really, I was too far back at the start to go for the win," he said.

One race after his first WSB wins at Monza, Castrol Honda's Colin Edwards had a day to forget. In the first leg - his first wet race on the Honda RC45 with Michelin tires - he rode conservatively and finished fifth.

"Maybe I was just too worried about keeping on two wheels," he said.

In the second race he was caught up in a four-rider, first-turn pileup. Neither Edwards nor Gregorio Lavilla could continue, but Suzuki's Jamie Whitham and Kawasaki's Neil Hodgson rejoined the race, finishing 10th and 14th, respectively.

"(Akira) Yanagawa pinched up in there and took (Gregorio) Lavilla out," Edwards said. "Lavilla took (Neil) Hodgson, and (Jamie) Whitham stood it up." Edwards said he stood his machine up, then "pitched it back in and sawed the back end off Whitham." The front tire of Edwards' Honda hit Whitham's swingarm, with both going down, Edwards more seriously. He suffered only a minor cut to his right arm.

The first race was much slower than the second, Chili completing the 20-lap, 44-mile race in 34 minutes, 32.554 seconds at an average speed of 76.397 mph. His margin of victory was 1.316 seconds.

Fogarty won the second leg in 31 minutes, 9.535 seconds at an average speed of 84.694 mph. He beat Slight, the only non-Ducati in the top three of either race, by 6.032 seconds.

RACE ONE

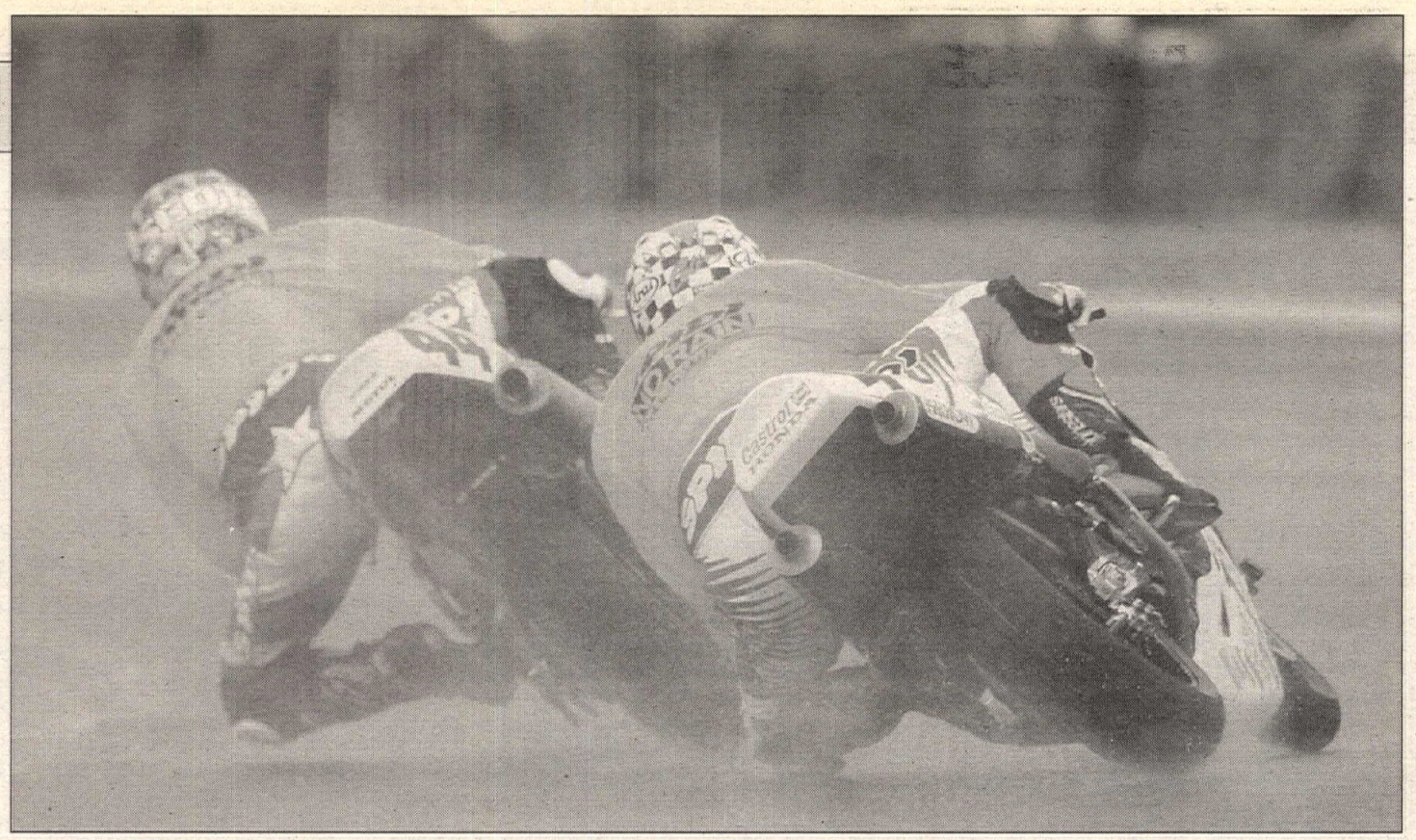
With large pools of water standing on most strategic parts of the circuit, organizers decided to delay Sunday morning's warmup by an hour and shorten the race length to 20 laps. In these conditions, one man showed a big smile. After his double victory at Monza two weeks before, Edwards had looked to be on a roll, lapping almost three full seconds faster than his rivals during Sunday morning's warmup in the wet, with Corser, Russell, Chili and Slight filling up the next spots, and with Fogarty traditionally struggling in the rain (10th fastest during warmup).

As the riders lined up for the start, it was only raining slightly, with the darkest clouds floating away. Pole man Haga got the holeshot, followed by Hodgson, Alessandro Gramigni, Edwards, Lavilla, Slight and the rest of the pack.

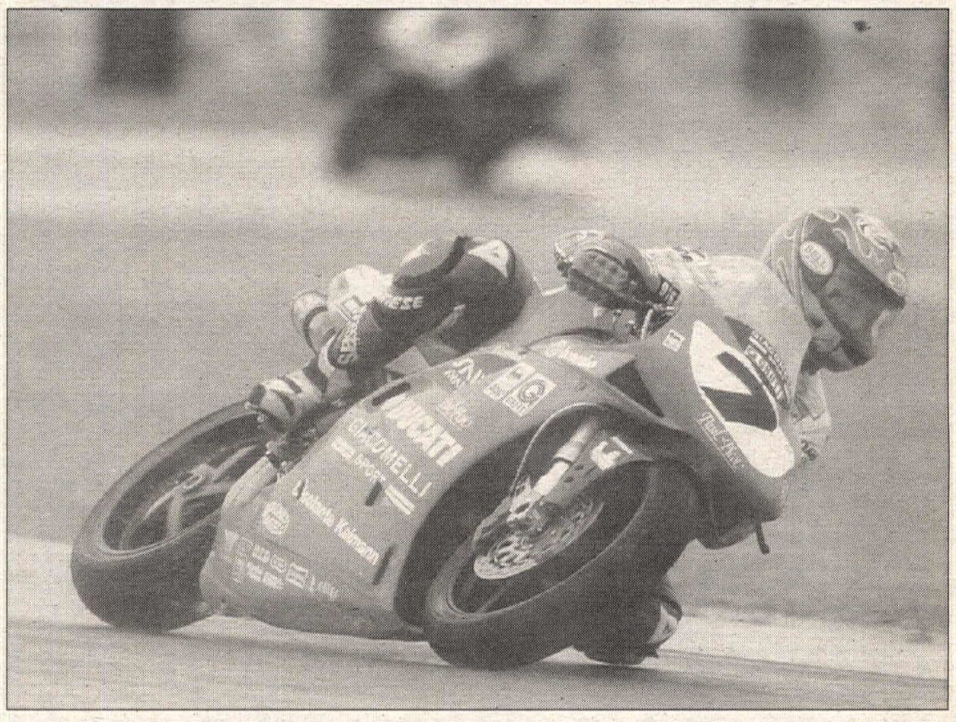
The Japanese rider would not stay on top for long; after a small mistake, he dropped back to seventh, with Hodgson taking over command. Three laps later, Edwards got in front, and everybody expected him to get away. But the Texan lost the lead in the same lap he took it.

First Hodgson got past, then Lavilla. A few turns later, Lavilla dived inside of Hodgson to take over the lead in front of some 10,000 of his countrymen. The Spaniard even managed to get a bit of a cushion between him and the rest of the seven-man-strong leading group, with Edwards in second place, looking as though he was holding everybody up.

Chili, meanwhile, was the man with the best race pace. One lap prior to half-distance, "Frankie" got past the number-45 Honda at the end of the front straight. In no time, the Italian started to narrow the gap between him and Lavilla. After 12 laps, the factory Ducati rider



(Above) Scott Russell leads Colin Edwards II. Russell struggled for sixth in race one, a spot behind where Edwards would finish. (Right) Pier-Francesco Chili won race one after taking over on the 12th lap.



got in the slipstream of the private Ducati, showed his front tire a few times and then outbraked him at the end of the start/finish straight.

And that was it.

Chili built up a small lead, with Lavilla happy to be in second. But Lavilla's happiness would not last; a few laps later, Corser caught up with the Spaniard, and then got in front of him going into the last lap. Lavilla, who remembered an incident with Fogarty last year that ended badly, thought it wise not to push his luck too far with *this* factory Ducati rider, and he did not even attempt to fight back. Third place was, in any case, much better than he had expected.

At that time, Slight and Edwards had been fighting over fourth place for the second part of the race, with Russell coming back fast after a slower first half. The American was clearly on a charge, but he was stopped when he almost lost his Yamaha a few laps before the end. It seemed a miracle that the Georgian stayed upright, and he finally decided to stay behind the two Hondas until the end.

As for the winner, Chili's result had definitely exceeded his expectations.

"I didn't believe I would win here," Chili said after the race, "especially after having seen Colin's fast lap during this morning's warmup. During practice, we spent a lot of time trying several different things, and after the first warming-up lap (out of three) I got back into the pit because of a misfire. I got out again on the spare bike just in time to start the last warming-up lap before the race. My start was not so bad considering my position on the starting grid. Everything went well from then. I was happy that Gregorio moved away a little bit when I took over command, because I had seen that he started struggling with his tires. I did not want to get into trouble in these conditions."

Corser, meanwhile, took the championship lead with his second-place finish.

"It was difficult starting from the third row," the Australian said. "During the first laps, I got held up quite a bit, but I noticed that I was a bit quicker on the straights. But in these conditions, it is very hard to pass someone; due to the water spray, you don't see a lot when you are really close to another rider. As soon as I got Colin Edwards in front of me, I started to follow his lines - as I had done during this morning's warmup - to avoid the big pools of water on the track. After I had got past him, I started to catch up half a second a lap on Lavilla. I had planned to overtake him in turn one, the only place where I was faster than him. And that plan worked out all right."

For Lavilla, third was more than he could have hoped for, and might even have been better had his tire not started to lose traction as the race wore on.

"This was a difficult race for me because I have never raced here in the wet," Lavilla said. "People had warned me about it; that is why I was very careful during warmup. But as the race wore on, I got more confidence and before I knew what was going on, I was leading the pack. At that point, it was difficult to keep concentrated. There was, however, nothing I could do when Pier-Francesco came back. When the tire started sliding after that, I only hoped to stay in the top three."

Slight finished fourth after the late-race battle with his teammate.

"I'm pleased with my result," the New Zealander said. "I struggled in the wet conditions last year, so to get fourth is okay. The wet weather is always good for the Ducatis due to the way they put the power down out of the corners - we were having to deal with wheelspin. I am pleased to be the first four-cylinder machine home. I ran the softest wet-weather Michelin available and it felt good. I lost the front end a couple of times but held on for some points on a weekend that I feel like I am just battling through."

Despite his excellent performance during the morning's warmup, Edwards was not too disappointed with fifth.

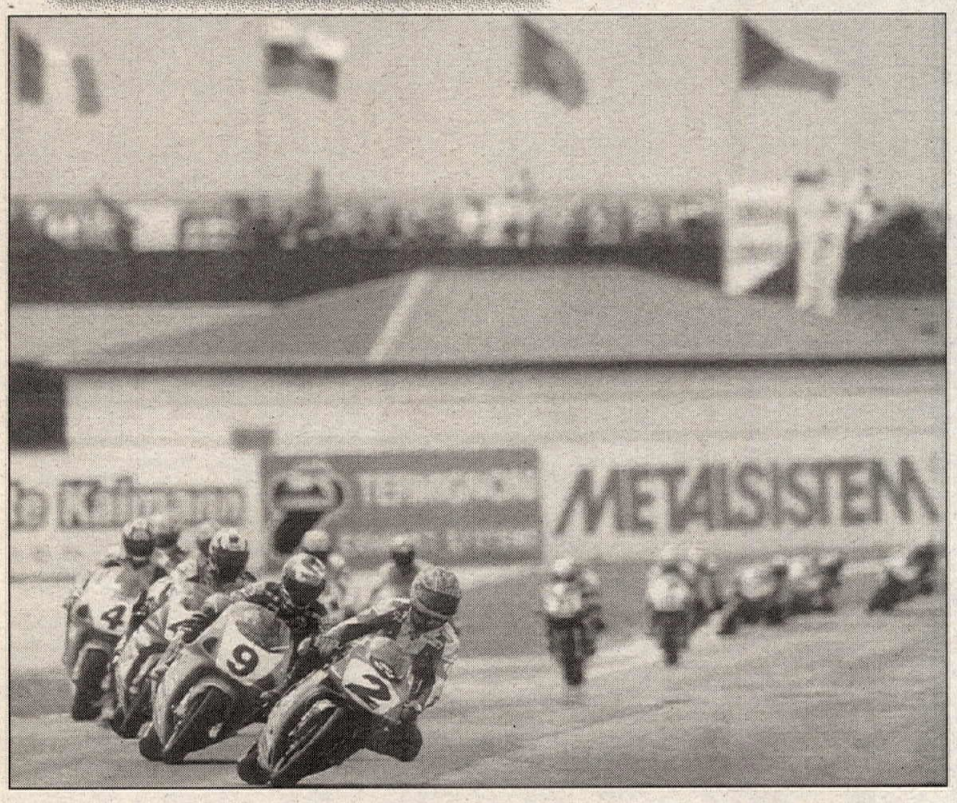
"I thought it was a good race for me," Edwards said. "That was my first time in the wet on the Castrol Honda and on Michelins, so I have to be reasonably happy. Maybe I was just too worried about keeping on two wheels."

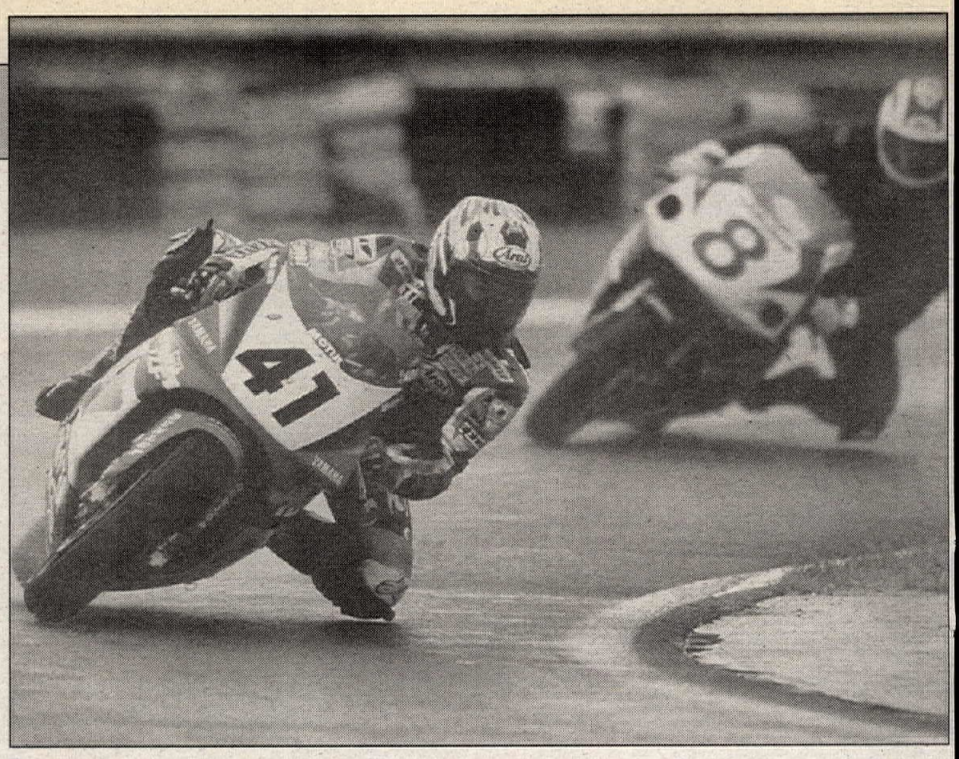
The other American, Russell, came home sixth.

"When I woke up this morning I was happy to see it was raining," the Georgian said. "But I got too much clutch at the start and rode (it) for too long. I think the first gear might be too tall as well. I could been been gone but I got caught up behind too many riders and it took me an age to get with them. Then the engine misfired once - probably due to the water. I had just got past Colin, and I thought that my race was over. Then after the two Hondas got past me again it started to clear, but I could only get sixth back; then it was too late."

Fogarty finished ninth, blaming a bad setup for his poor result.

"We opted for a steep steering angle, to get the bike steering well into the





(Left) Race two was held in the dry and Carl Fogarty (2) was simply unstoppable as he led most of the race.
(Above) Noriyuki Haga (41) leads James Whitham. Haga was off his usual form and struggled to 10th in race one (a spot ahead of Whitham), but rebounded to fourth in a dry race two.

tight corners here," Fogarty said. "But that didn't work out here in the wet. I never got enough confidence on the bike in these conditions to push it hard enough."

Haga had to settle for 10th after a race-long battle with Jamie Whitham, blaming poor setup as well. Suzuki's Peter Goddard finished 14th, taking two points.

RACE TWO

After his poor performance in the first race, Fogarty was determined to take his revenge in the second, in order to keep his title chances alive. He got away first, with Haga as his shadow. Behind them, things got quite messy when Yanagawa dived too enthusiastically into the first corner, tipping over Lavilla, who in turn brought down Edwards, James Whitham and Neil Hodgson. For Lavilla and Edwards, the race was over. "I was hit by Lavilla, but I think Yanagawa was to blame for the incident," Edwards said. "I hurt my elbow in the same place as in Monza last year, but fortunately, it's nothing serious. I'm annoyed because I knew in the dry we had a really good setup. It sums up the weekend for me, really. I've been so close throughout qualifying and the rain-affected Superpole pushed me onto the second row of the grid, so I knew it was going to be tough into that first corner."

As Whitham and Hodgson resumed battle, Haga was still holding on to second place behind Fogarty, but it was clear that he was not going to stay there. Behind them, Corser, Slight, Yanagawa and Russell had found each other's company, with Chili and Piergiorgio Bontempi a bit further back and Goddard in a lonely ninth place.

The rest of the race saw Fogarty building up his lead until he had some six seconds between him and his next pursuer, with Haga losing ever more ground, and Slight escaping from the clutches of a pursuing Corser.

The Japanese Yamaha rider dropped to third after 11 laps and two laps later to fourth, the position he would hold to the end.

Fogarty had every reason to celebrate on the rostrum.

"I had to do something to keep my title chances alive," he said. "This morning's race was an absolute disaster. In the wet, I did not think I could go any faster. Dry was a different story. During practice, I had set 1:32 lap times, so I knew that I could keep a good pace in those conditions. When we got under way, there were still some damp patches, but they weren't really a problem. Typically, the first few laps were quite hectic, but when all settled down, I managed to keep my head down and ride my own race. I didn't look back once, but my pit signals learned me that my lead was stretching from one to two and so forth to six seconds. At that point, I concentrated on keeping that difference stable."

Slight got home second. "I had a poor start, but maybe that wasn't so bad, as I wasn't involved in the crash with Yanagawa. I knew I could go at a pace quick enough to win, but by the time I got into second place, Carl was already well clear at the front and I was having trouble changing gear with my quick-shifter."

Troy Corser took over the championship lead by finishing third.

"We had been struggling to get a good setup for the dry all weekend, and we finally got the bike sorted in the

Superpole stymied again

Even though regular qualifying no longer determines the final grid positions, the two timed sessions at Albacete proved to be thrilling nonetheless. As on the ultrafast Monza circuit, the two Honda factory riders, Aaron Slight and Colin Edwards II, stayed on top of the list most of the time - until local boy Gregorio Lavilla (right) put some Dunlop qualifiers under his private De Cecco Ducati and took unofficial pole position 10 minutes before the checkered flag.

Lavilla was not the only surprise before Superpole got under way. In the closing stages of the second qualifying session, Honda had learned that they would not only have to watch out for the odd man out on a private Ducati, but also for the Yamahas - with Scott Russell finally returning to top form after three lackluster performances earlier this year and Noriyuki Haga seeming to have recovered from his Monza injuries. The Kawasakis, too, were showing good speed. The factory Ducatis, however - despite their promise to perform a lot better on the twisty track in the south of Spain than on the ultrafast circuit in Monza two weeks earlier - didn't really mix it up with the fastest boys. The closest was Carl Fogarty, who qualified fifth. Pier-Francesco Chili (10th in qualifying) and Troy Corser (11th) once again struggled with ill-handling Ducatis.

On Saturday afternoon, tension mounted in the paddock - not only for the imminent Superpole session, but also because of the rain clouds gathering over the circuit, threatening to repeat the miniature natural catastrophe they had brought one day before, making one of the tunnels to get out of the paddock impassable due to the water level rising to almost three feet at one point.

The first 10 Superpole participants got out on a perfect track, with sixth man Troy Corser predictably taking provisional pole, until Chili went out. The Italian's lap time was only under attack from Haga, with next man Russell getting very close to his teammate's fast time.

Things started to go wrong when Fogarty was up. The Briton's attempt at a fast time was interrupted by the red flag and the sign "special rules," which was shown in the pit lane. This meant that the first eight who had gone out on their Superpole-lap did not qualify for the first grid positions anymore, but had the eighth position on the starting grid as their goal. The following eight (the eight fastest men in qualifying) would then battle for the remaining two front rows on the grid. For Fogarty, this was some sort of a blessing in disguise.

After animated discussions in the pit lane between most of the top riders on the one hand and Flammini and the organizers on the other hand, the Briton was let out on the track again, only to lose the front end of his Ducati some corners before the end. With no Superpole lap time behind his name, Foggy dropped from fifth qualifying position to eighth on the grid - but it could have been worse had the Superpole practice not been interrupted. The next four riders - Akira Yanagawa, Edwards, Slight and Lavilla - got out on a wet track and preferred not to risk much on the slick course.

In the end, Haga got pole position (for having run the fastest Superpole lap time on the dry from the eight fastest qualifiers), in front of teammate Russell, Neil Hodgson and Lavilla.

"Of course I'm happy to be on pole position," the Japanese rider said. "But I am sure things would have looked a lot differently if everybody had a go at the Superpole in the dry. I am confident with the circuit now. I still do not know about passing here, though. It will depend on who is in front of me and where. It is very tight around here, with no obvious overtaking places. If I can lead away from the start like I want to, then I will be happy. At least the starting system looks normal here," he joked, referring to his poor starts in Monza, which he attributed to the start lights.

Scott Russell got second starting position.

"The front row is more like it," he said. "You need to be up there on this track because you really don't want to get held up at all around here, not even for half a lap. The bike is working really well - especially after we gathered some more experience during private practice at Misano before coming here. Albacete has always been a turning point for my season. But in the past, it has always been for the worse. Let's hope that this time it's the other way around."

Hodgson and Lavilla joined the two on the front row of the grid.

After having done so well during qualifying, the Honda pair of Edwards and Slight weren't so happy with fifth and sixth, respectively.

"That was crazy out there," Edwards said. "We need to get this Superpole sorted out, and quickly. I could do nothing but just ride around in the wet. Apart from that, I'm still trying to find the best-compound Michelin rear tire for the race. I will be testing more tires in the Sunday morning warmup."

Slight's sixth place means the two-time Albacete race winner will have to battle his way through from the second row, but the New Zealander remained optimistic about his chances.

"I'm happy I can put in the lap times I need to win here," Slight said. "I've been more or less fastest throughout the two days of practice and qualifying. It was only the Superpole fiasco that has dropped me back to row two."

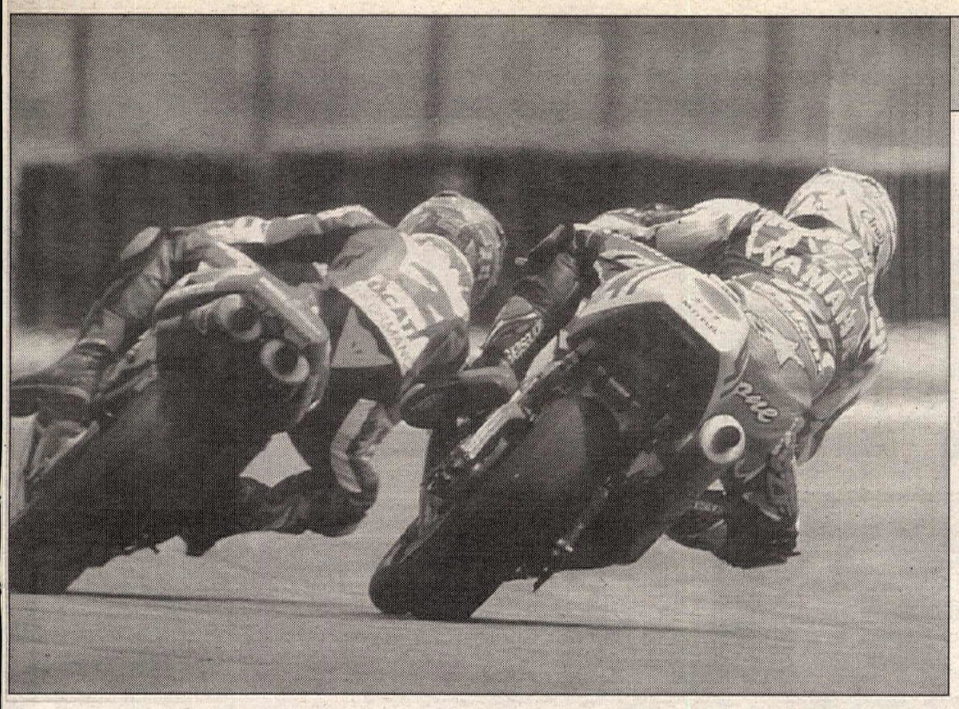
The Kiwi was also unsure of his tire choice for the race.

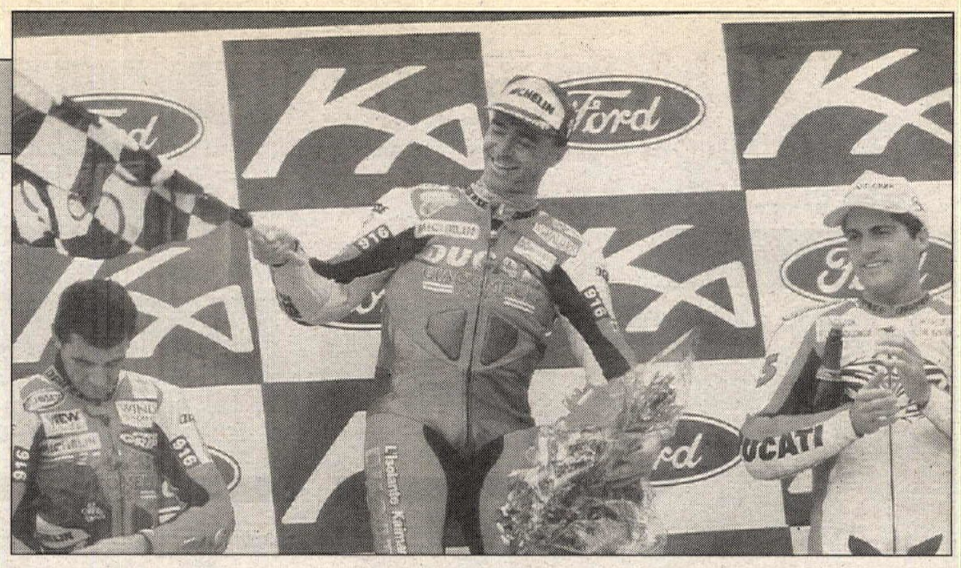
Corser had to settle for 10th after having set the third-fastest time before the rain set in.

"We've spent too much time changing bikes over the weekend, but I've finally managed to get my Ducati set up for the race. I found the right front tire in the warmup session for the Superpole and we have changed the ride height, forks, springs and put bigger brakes on, so I am confident for tomorrow."

Peter Goddard was even further down the grid in 14th position.

"It was difficult to concentrate," the Suzuki rider said. "We were keeping one eye on the weather while trying to put in a good lap, and that is very difficult."





(Left) Haga trailed Fogarty for a time in the second race but faded to fourth by race's end. (Above) Chili celebrates his race-one victory with new championship leader and second-place finisher Troy Corser (left) and Spanish sensation Gregorio Lavilla.

Superpole practice session. Unfortunately, we didn't get a chance to test it in the wet first race, so it was all a bit of a gamble getting into the second one. But everything went all right, and I'm glad to come away leading the championship."

Haga was fourth, the wonder child of the World Superbike series showing the maturity to take the points he needs rather than risking a crash in going for the win.

"I got bumped by Hodgson at the start, so I did not make it to the first corner in front, but I did not lose the race over this," he said. "I could not do anything today about the win. I tried my hardest again and got some points. I wanted it to be sunny and it was, but today it still did not work for me."

Suzuki's Goddard finished eighth after having been joined by Russell in the closing stages of the race. He finally passed him to secure eighth place on the final lap.

"My rear tire was no good from about the fourth lap and it was hard work from then on," Goddard said. "Russell tried to pass me back on the run in to the flag but I held him off."

Russell had been struggling with some problems of his own.

"My steering damper didn't work," he remarked, bitterly disappointed. "It felt like the front tire was flat. I couldn't go into the corners and steer the bike. I had to do what the steering damper was supposed to do as well as control the bike. It was near as damn impossible. I was sure I could have been there this race and for this to happen, I cannot believe it. All the work we have done this weekend and at the last test feels like for nothing now." CN

Circuito de Albacete
Albacete, Spain
Results: May 24, 1998 (Round 4 of 13)

QUALIFYING: 1. Noriyuki Haga (1:32.691); 2. Scott Russell (1:32.692); 3. Neil Hodgson (1:32.705); 4. Gregorio Lavilla (1:43.602); 5. Colin Edwards II (1:48.123); 6. Aaron Slight (1:50.996); 7. Akira Yanagawa (1:52.128); 8. Carl Fogarty (no time); 9. Pier-Francesco Chili (1:32.206); 10. Troy Corser (1:32.643); 11. James Whitham (1:33.215); 12. Piergiorgio Bontempi (1:33.420); 13. Alessandro Gramigni (1:34.159); 14. Peter Goddard (1:34.179); 15. Erkka Korpiaho (1:35.549); 16. Jean-Marc Deletang (1:36.037); 17. Igor Jerman (1:35.099); 18. Frederic Protat (1:35.426); 19. Andrew Stroud (1:35.477); 20. Jiri Mrkyvka (1:35.805; 21. V. Karban (1:39.089).

RACE ONE: 1. Pier-Francesco Chili (Duc); 2. Troy Corser (Duc); 3. Gregorio Lavilla (Duc); 4. Aaron Slight (Hon); 5. Colin Edwards II (Hon); 6. Scott Russell (Yam); 7. Neil Hodgson (Kaw); 8. Alessandro Gramigni (Duc); 9. Carl Fogarty (Duc); 10. Noriyuki Haga (Yam); 11. James Whitham (Suz); 12. Piergiorgio Bontempi (Kaw); 13. Akira Yanagawa (Kaw); 14. Peter Goddard (Suz); 15. Erkka Korpiaho (Kaw); 16. Jean-Marc Deletang (Yam); 17. Jiri Mrkyvka (Hon); 18. Andrew Stroud (Kaw); 19. Frederic Protat (Duc); 20. V. Karban (Suz).
Time: 34 min., 32.554 sec.
Distance: 20 laps, 43.9 miles.
Average speed: 76.225 mph.
Margin of victory: 1.316 sec.
Fastest lap: Pier-Francesco Chili, 1:41.284/77.989 mph.

RACE TWO: 1. Carl Fogarty (Duc); 2. Aaron Slight (Hon); 3. Troy Corser (Duc); 4. Noriyuki Haga (Yam); 5. Pier-Francesco Chili (Duc); 6. Piergiorgio Bontempi (Kaw); 7. Akira Yanagawa (Kaw); 8. Peter Goddard (Suz); 9. Scott Russell (Yam); 10. James Whitham (Suz); 11. Jean-Marc Deletang (Yam); 12. Igor Jerman (Kaw); 13. Frederic Protat (Duc); 14. Neil Hodgson (Kaw); 15. Jiri Mrkyvka (Hon); 16. Andrew Stroud (Kaw).
Time: 31 min., 9.535 sec.
Distance: 20 laps, 43.9 miles.
Average speed: 84.503 mph.
Margin of victory: 6.032 sec.
Fastest lap: Aaron Slight, 1:32.845/85.078 mph.

WORLD SUPERBIKE CHAMPIONSHIP POINT STANDINGS (After 4 of 13 rounds): 1. Troy Corser (135); 2. Carl Fogarty (128/2 wins); 3. Noriyuki Haga (123/3); 4. Aaron Slight (106); 5. Pier-Francesco Chili (103/1); 6. Colin Edwards II (98/2); 7. Akira Yanagawa (55); 8. Peter Goddard (53); 9. James Whitham (50); 10. Neil Hodgson (45); 11. Scott Russell (39); 12. Gregorio Lavilla (32); 13. Piergiorgio Bontempi (28); 14. Mark Willis (17); 15. Alessandro Gramigni (16).

Upcoming Rounds:
Round 5 - Nurburgring, Germany, June 7
Round 6 - Misano, Italy, June 21

Briefly...

With the political and economic situation of Indonesia very unstable right now, Paolo Flammini announced that the **Indonesian round** of the World Superbike championship - to be run September 27, 1998 - will only take place "if we have 100-percent guarantees as to the safety. The race will be canceled or substituted by another race on the same date." SBK International's vice president also said that a decision concerning the race would be taken within a month. Another aspect of the **Indonesian chaos** is the involvement in SBK International of Tommi Suharto, who is the son of the Indonesian president and who has a share in the promoting company. "The economic destiny of SBK International will not be much affected by the situation in Indonesia," said Paolo Flammini. "I believe that Tommi Suharto has his economic bases covered, and moreover he has only a minority share in our company. Having said that, we hope that we can continue our partnership with him."

In the meantime, **SBK International and Octagon** are continuing the development of the marketing side of the World Superbike championship. "This new partnership is important in two respects," said Paolo Flammini. "Octagon's experience will help us to demonstrate clearly what the impact is of World Superbike Racing, and on the other hand, we will profit from the many contacts Octagon has with multinational companies. We will use these contacts also to look for sponsors for the championship, as well as for individual teams. This marketing activity will be new for SBK International in World Superbike racing, even though we have a lot of experience in this field in car racing. Talks are well under way right now with two top teams, who we will assist in their hunt for sponsors." As always, an increase in prize, travel and start money is expected to be announced at the end of the year. In 1998, SBK International will have spent $5 million. A top team entering two riders is said to receive about $250,000 out of this to (help) cover the expenses for a whole season of World Superbike Racing. Finally, CVC, the new owners of the Grand Prix promotion rights, are said to be interested in a collaboration with Flammini in the Grands Prix, impressed as they were with the way the Superbike show is run. In that case, the Italians could replace Dorna.

Some sort of an acceptable solution seems to have been found for **Superpole**. Right from the start, riders were not very keen on the idea of having to qualify in a "do or die" lap. Particularly in wet conditions, the risks were considered to be too high - as was shown in Donington Park. In Monza, CCR president Claude Danis had come up with an alternative, giving the riders the opportunity (only in wet conditions) to run a 50-minute Superpole session in which each rider could go for 12 laps at most in order to qualify - a system inspired by the Formula One regulations. The new system would be introduced at the German round. In dry conditions, the "old" system would still be maintained. The compromise was reluctantly accepted during a riders' meeting in Albacete on Friday evening, after riders had failed to come to an agreement between them about not running Superpole at all in wet conditions. Some top riders - among them Troy Corser - wanted to do away with the whole Superpole thing altogether. "Moreover, the alternative is unfair toward the riders who do not make it to the Superpole, and miss out on the extra 50 minutes practice in wet conditions," said the Australian.

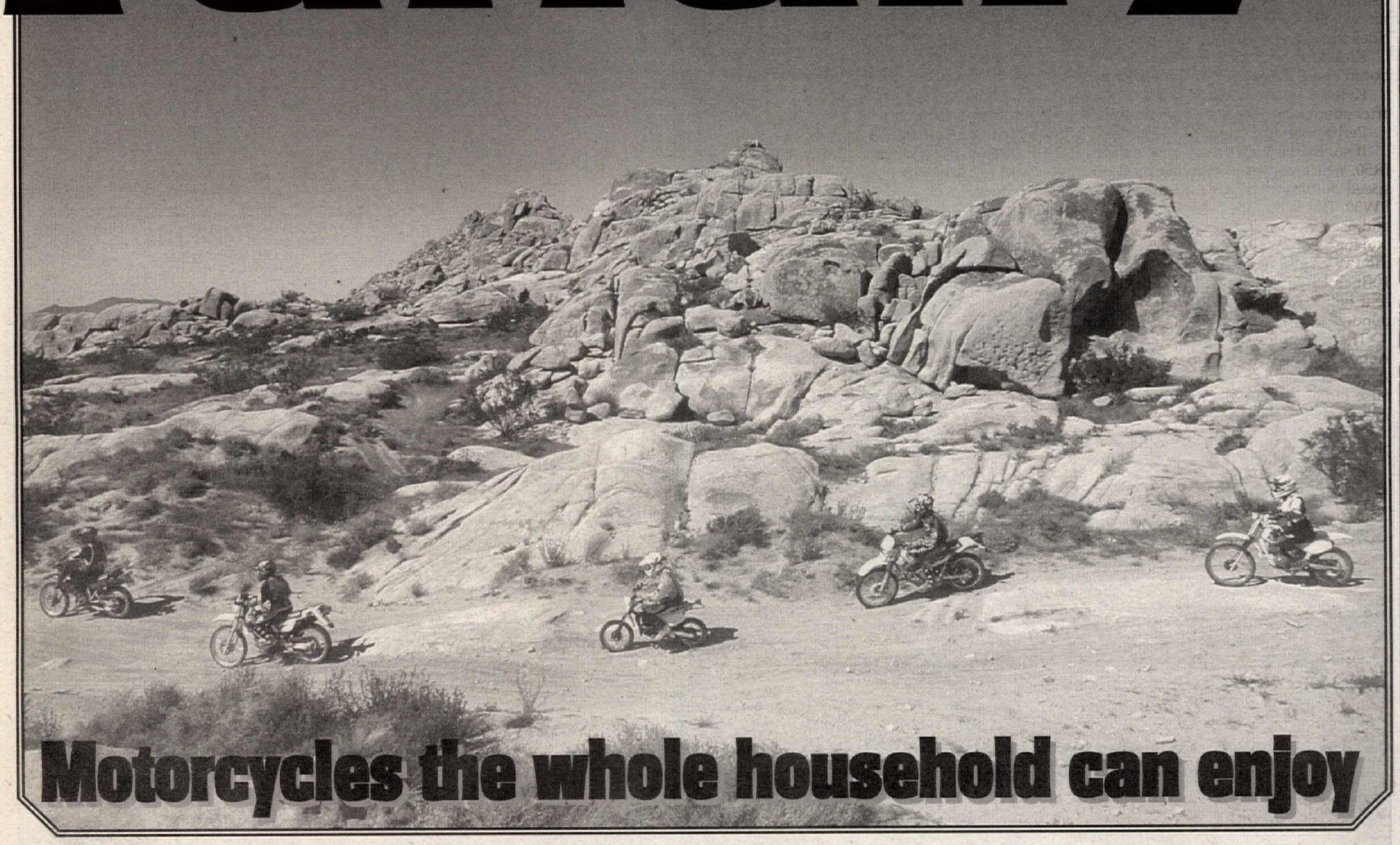
Just before they left for Spain, the **Alstare** team received the **Suzuki TL1000R** they will develop this year in Europe before perhaps taking it to the World Superbike scene in 1999. "One bike arrived from Japan, with literally a truckload of parts which should take the team to the end of the season," said Bert Poensgen, the marketing manager of Suzuki Germany, who coordinates the program. "This is six weeks later than expected, but we noticed that some parts had been developed already based on the experience done by the Yoshimura team in the States. We hope to get the bike race-ready for the first German national race in Oschersleben by the middle of June. The bike should be entered in several German and maybe some British races with Stephane Mertens aboard, but only if the results are very well; we might consider participation in one or some WSC-races at the end of the season - but this is not really planned at this moment." The engine is thought to deliver some 155 bhp, which is a good starting point. But, as with every new racer, the toughest part will be getting the final 5 percent. In the meantime, Suzuki Germany is also running a fuel-injected GSXR750R and a TL1000R in the German championship - the four-cylinder of which is using software developed in-house. The Germans are now also developing software for "their" TL1000R. Finally, the Alstare team has also started talks with some top riders about next year's campaign on the TL1000R - and at the same time with Suzuki about the continuation of their joint racing World Superbike and World Series Supersport program. "Apart from scoring some good results this year, it is very important for us to be able to secure the services of a top rider to Suzuki for 1999," said team manager Francis Batta. "Before the end of August, we would like to have a final answer from Suzuki, in order to start looking for sponsors for that campaign. If, on the other hand, we cannot come to an agreement with Suzuki and if the World Series Supersport does not receive an official world-championship status from 1999 onward, we might consider drawing back our sponsors Foxhound and Corona Extra from the series-sponsorship package, and draw our team back. Recently, we have received an offer to go Grand Prix 250cc racing."

At Albacete, the factory **Ducatis** were running the **'98 suspension** for the second time (the first was at Monza two weeks earlier). "We are now starting to understand the suspension, which offers basically a lot more setup possibilities than the '97 pack," Davide Tardozzi said. "But there is still some way to go; the bike is still running wide in the corners. The engine is working better also, with more torque available. But Honda still have the best bikes. One of the main problems Ducati are confronted with now is that they have to produce three pieces of new development parts for every factory rider. After two years of development work aimed at a better reliability, we now need to get more power, mainly through work on the electronic-management system and the injection. Especially the third injector still does not deliver the goods on the track as well as it does on the dyno. The electronic evolution also has its effects on the mechanical side of course; with the engines making higher revs, we have to find a means to make the rocker-arms stronger. And that is only one aspect the engineers are concentrating on. Reliability is not a problem at this moment; we have not broken any engine until now this year. Another thing Ducati are working on is building up a separate test team (like Aprilia in Grand Prix racing). Until now, Ducati just called up Supersport-rider Tenneggi or any other Italian rider to run the bike around for a couple of days on a track. Next year, we should have a fixed test rider and a fixed test team that works separately from the racing teams and provides us with the necessary feedback."

The Japanese factories are already preparing for the **Suzuka 8 Hours**, traditionnally their most important event of the year. Honda will enter four full-factory bikes, to be run by Aaron Slight, Colin Edwards II, John Kocinski and others yet to be named. Tadayuki Okada was named as the teammate for Aaron Slight, but due to his broken wrist it is uncertain whether he will take part. As usual, Honda will also provide as many as five factory bikes from last year to other teams. Kawasaki will enter three bikes for Terry Rymer, Piergiorgio Bontempi, Akira Yanagawa, Neil Hodgson, Shinya Takeishi and Tamaki Serizawa. Yamaha will field two or three bikes (an official release was expected on Wednesday following the Albacete race) for the Haga brothers, Scott Russell, Luca Cadalora and probably another duo. Suzuki's plans are not known yet, but expect them also to enter two or three bikes. For the first time, Open-class motorcycles will be allowed to start in the Japanese classic. Some YZF-R1s and ZX-9Rs are expected to show up.

Fabrizio Pirovano and Suzuki continued where they had left off in Monza two weeks before, winning the **World Series Supersport** race in great style. The diminutive Italian had not started well, but he then stormed through the field, taking four seconds per lap on his fastest rivals in the second half of the race! His teammate Stephane Chambon had a similar race, and finished second - almost half a second back. Pere Riba Cabana, who had been leading for most of the first half of the race, had to settle for third, with Yamaha riders Massimo Meregalli, Wilco Zeelenberg, Vittoriano Guareschi and Bimota-rider Giusseppi Fiorillo battling it out all the way for fourth. Paolo Casoli finished eighth.

Family affair



Motorcycles the whole household can enjoy

By Kit Palmer
Photos by Kinney Jones

A family that plays together - well, is rare.

Sure, there's soccer, baseball and other stick-and-ball sports families can do together, but usually it's the kids that get to do all the playing and have all the fun! I can't help but want to grab a bat and glove whenever I watch a Little League game, but watching and cheering from the bleachers will have to do.

What about mom and dad? Take softball, for example: Men's leagues are for men, women's leagues are for women - once again, someone's watching from the stands. Coed? Okay, but what about the kids? It seems that true family softball games are reserved for company picnics.

In my mind, the ultimate family sport, or family recreation, is motorcycling - to be more specific, dirt bike motorcycling. When it comes to dirt biking, no one has to be relegated to spectator status, or, even worse, relegated to housework while you're out having fun. Motorcycling gives the entire family the opportunity to slip into a pair of boots, strap on a helmet and ride off into the sunset - together.

Also, if you're the only motorcycle rider in your family, wouldn't it be easier to get them all involved, so when you want to go riding there won't be any arguing? Just bring 'em along. Problems solved.

These days there are no excuses not to include everyone in the family when you go riding, as there are enough motorcycles out there to satisfy the needs of just about every member of the family. Of the four major Japanese OEMs alone, we count at least 17 models that we would consider full-on entry-level motorcycles, including a single-speed, automatic-clutch 50 for Junior, and an electric-start, long-travel suspension 350 for dad. And there are plenty of models in between for moms, daughters, sons, boyfriends, and girlfriends.

Recently, we went entry-level-motorcycle shopping, so to speak, and gathered up as many of these motorcycles (street-legal or not) as we could for a - kind of - mini riding impression. Unfortunately, we simply do not have the manpower or the resources to include all 17 motorcycles, but we did manage to scrape up 11 entry-level or beginner bikes that we thought would cover everyone, and we squeezed these bikes into every nook and cranny of our trucks and vans for a one-day ride-fest at one of our favorite local riding spots - Lucerne Valley, in the Southern California high desert. The dez is a great place for beginners, as the terrain is relatively flat, wide open, and the soft ground is merciful on clutch and brake levers for those unexpected-but-expected get-offs - or in our case this day, mostly tip-overs.

Motorcyclewise, here's what we ended up with: from Honda, the XR70R, the XR100R and XR200R; from Kawasaki, the KE100 and the KLR250; from Suzuki, the DS80W, the DR200EW and DR350SEW; and, from Yamaha, the PW50, the RT180 and XT225.

As far as "test" riders, we really didn't feel that experienced riders would be the best ones to evaluate these motorcycles fairly; after all, first-time riders don't often complain about frame flex or brake modulation. So we went to our *Cycle News* family for help. We recruited wives, husbands, girlfriends, boyfriends dads and kids, ranging from absolutely no motorcycling experience to very little experience, to the fairly experienced.

Our goal was not to declare an overall bike "winner" but simply to find out what each bike has to offer for the entry-level rider - priorities being seat height, ease of starting, weight, shifting, and overall controllability - and pass our findings on to you. CN

PW50 ($1099)

Motorcycles don't get much smaller than this. The Yamaha PW50 features a single-speed transmission and an automatic clutch, so Junior doesn't have to worry about shifting at all. All he has to do is just twist the throttle and go. The bike has a seat height of just under 20 inches and weighs slightly less than 100 pounds, so it's relatively unintimidating for the smallest member of the family.

The PW (Pee Wee) also features front and rear suspension systems, shaft drive (which eliminates the chance of catching small fingers in the sprockets), and a bullet-proof, air-cooled, 49cc two-stroke engine.

Since our editor, Paul Carruthers, finagled a PW50 for his then 4-year-old son, Kyle, two years ago, we used his machine for this evaluation; after all, the PW50 hasn't changed much over the years - it's been mostly cosmetics.

Paul vouches for the PW's sturdiness and relatively maintenance-free design, but he does have one complaint about the PW50: "I wish it had a sidestand," he reports. Kyle, he says, doesn't even bother with the awkward centerstand and simply "throws" the bike over on its side when he's done riding. Dad has to put the bike on the centerstand every time.

Kyle already knew how to ride a bicycle when he rode the PW50 for the first time in a neighborhood field at age 4 and immediately took to his new powered bicycle. Shortly thereafter, Dad removed the restrictive washer in the exhaust pipe, giving the PW a bit more power. There's also a governor - okay, a screw - in the throttle that adjusts the degree to which the throttle can be turned. Now, at age 6, Kyle rides the PW without any horsepower-robbing devices.

Kickstarting the PW is still a little tricky for Kyle, but in a pinch he can get the job done. Still, Dad doesn't let Kyle get out of sight in case he stalls the motor.

Kyle's 9-year-old sister, Karly, also rides the PW. "They're pretty good about sharing," Paul says, "but after about a minute or two, they think it's their turn to ride it."

Perhaps another minibike is in the Carruthers family's future.

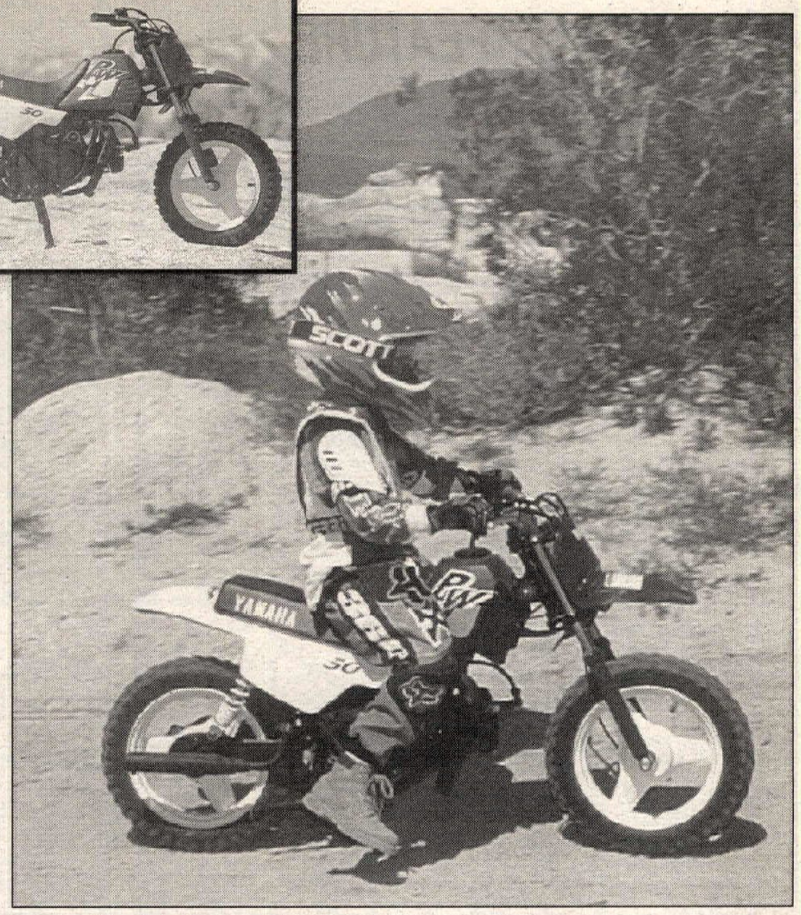
If so, the PW isn't their only option, as both Suzuki and Honda offer similar models. Suzuki has the JR50, which carries a price tag of $1169, and it also features a 49cc two-stroke motor, a single-speed automatic-clutch transmission, a low seat height and nearly the same weight as the PW50. The two main differences between the PW and the JR is that the JR is chain-driven and uses a sidestand.

Honda offers the $1599 Z50R - a somewhat different breed. It's unique in relation to the PW and JR in that it features a four-stroke motor, fatter and smaller (8- rather than 10-inch) tires, a three-speed automatic-clutch transmission, a slightly higher 22-inch seat height, and hauls around approximately 15 more pounds. The Z50 is fully suspended with approximately 2 1/2 inches of wheel travel at both ends.

There's another manufacturer out there that offers a pee-wee machine of its own - Action North America. Their tiddler is called the Action Small Fry, a 49.93cc, two-stroke, single-speed, auto-clutch bike that looks like a scaled-down motocrosser with false radiator shrouds, long (or at least long-looking) travel suspension, modern-looking number plates and fenders. It costs $1249.

The Small Fry is chain-driven, has a 22-inch seat height, and is claimed to weigh just 70 pounds.

Action N.A. offers other, more race-oriented 50cc models, as do manufacturers such as KTM, Lem, Cobra, Italjet and TM.



Six-year-old Kyle plays with his favorite toy, the Yamaha PW50.

Dad monitors Brent's progress on the Suzuki DS80.

You'll never guess what 10-year-old Nolan wants for his birthday after spending the whole day on the Honda XR70R.

Honda XR70R ($1599)

The Honda XR70R is a fairly new member of the Honda family. It was introduced two years ago to bridge the learning and growing gaps between the Z50R and the XR80R. Like the Z50, the XR70 features a three-speed automatic-clutch transmission but has a slightly larger 72cc four-stroke motor. The seat stands 25.6 inches above the ground, and the bike weighs in at a claimed 125.7 pounds.

The XR70 boasts a single-shock rear-suspension system and telescopic forks. Wheel travel is nearly four inches at both ends.

Ten-year-old Nolan, who had never ridden a motorcycle before, adapted quickly to the XR70 and fell in love with it. Like the PW50, Nolan liked the fact that he didn't have to mess with a clutch, and his already-honed bicycle skills took over. Within a few minutes, Nolan had the XR70R buzzing around camp like a pro. He got the shifting down, too, but was reluctant to grab top (third) gear - first and second were just fine with him. Another day in the saddle, no doubt, and third would not have been a problem.

Nolan's just-under-5-foot frame fit the XR70 well, and he had no problems starting the bike. Overall, Nolan loved the XR70 and simply refused to get on another bike.

Yamaha makes a bike comparable to the XR70: the PW80. It's powered by a 79cc, two-stroke motor with a three-speed automatic-clutch transmission. Like the XR70, the PW80's suspension is handled by a single-shock design in the rear with 3.7 inches of wheel travel, and a telescopic fork up front that offers 4.3 inches of travel. Both the XR70 and PW80 weigh about the same, and their seat heights are nearly equal, as well. The PW80 sells for $1249.

Suzuki DS80W ($1849)

The Suzuki DS80 is nearly in a class all its own. It's the smallest off-road motorcycle we know of that comes with lights and is one of only a few "full-sized" 80s that is truly designed for the entry-level rider. While there are many 80cc bikes out there, most of them are designed for more-experienced young motorcycle riders and racers. These 80s include various models from Kawasaki (KX80), Honda (CR80R), Suzuki (RM80) and Yamaha (YZ80).

The DS80 is based on the old RM80 of the late '70s. It features what was at that time a fairly high-tech 80cc racing motor, but that was some 20 years ago. By today's standards, it's a fairly mellow, 79cc air-cooled motor with a five-speed transmission and manually operated clutch. Unlike the original RM80, the DS80 uses an oil-injection lubrication system which eliminates the need to premix the fuel with oil.

The chassis is fairly old in design but is partially hidden by modern-style plastic. Seat height is around 25.5 inches, and wheel travel hovers around four inches at both ends. Suzuki claims its DS80 weighs 141 pounds without gas.

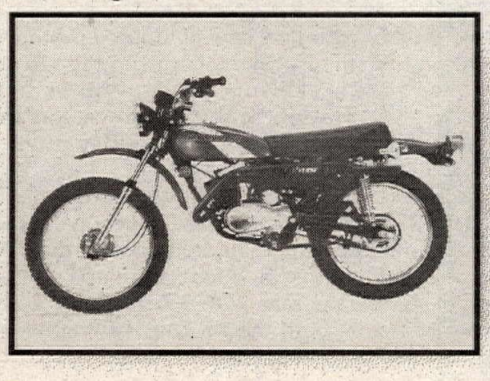
We introduced 14-year-old Brent to the DS80. Like Nolan, Brent had never ridden a motorcycle before our day at Lucerne and was soon introduced to the sometimes-frustrating world of the throttle and clutch, or should we say the fine line between throttle, clutch and - engine-stall. After about five or six do-overs, Brent was circulating the camp in first gear on his own, slowly getting used to the DR's motor. An accomplished bicycle rider, Brent was soon comfortable on the DR and was ready for the next big step - second gear.

Before long, Brent was shifting up and down through the DR's five-speed gear box and venturing further and further away from camp, seeking out new trails. His dad appreciated the DR's headlight, which helped make Brent easier to spot when he wandered far from camp.

Overall, Brent said he thought the DS was a great bike to learn on, thanks to its small size, easy-to-use clutch, and tolerant motor, which, by the way, our experienced riders say breathes fire when you open 'er up. This bike can move along pretty good, so teachers should emphasize good throttle control when instructing first-timers on how to ride the DS, but Brent, who is already a well-coordinated and athletic teenager, had no problems learning to ride on the DS, nor did our novice female riders.

Never having ridden a motorcycle before, 14-year-old Brent had the DS80 wired by the end of the day. He thought it was a great motorcycle to learn on.

Mandy liked the Kawasaki KE100's light weight but not the wide gaps between gears. The KE100 first appeared in 1976 (below right) and hasn't changed much since then.



Kawasaki KE100 ($1899)

The Kawasaki KE100 is the company's lone honest-to-goodness entry-level motorcycle. It is by no means on the cutting edge of technology, as it hasn't changed much from the first KE100 in 1976 - check out the accompanying photo if you think we're kidding.

Like the cockroach, the KE100 has survived the elements of time, and not only has it survived, it has flourished in its same basic design and layout. Kawasaki reports that the KE100 is still one of the company's best-selling models, which certainly explains its longevity in the company's lineup. Kawasaki isn't lying when it says that the KE100 "...hasn't strayed from its simple mission of providing basic...all-around transportation on the street or dirt." The key word here is "simple."

The bike is powered by a tried-and-true 99cc, oil-injected, air-cooled two-stroke motor that features a rotary-valve-induction system rather than the more-traditional piston-port or case-reed induction systems. Advantage, disadvantage? None, really. Just different.

The tubular, double-cradle frame is essentially unchanged from the original KE, as is the spindly-looking front fork and rear suspension, though the swingarm is about an inch longer than the first KE, and the dual shocks are visually different. (But are they really better?)

Unlike the aforementioned bikes, the KE100 is street-legal, which doubles its usefulness as a light-duty, around-town, go-getter bike.

Both of our female "testers," Mandy and Theresa, enjoyed riding the KE100, praising its lighter weight as compared to some of the other bikes (namely the Suzuki DR200 and XT225), and the bike's low seat height. For Mandy, who is 5 feet tall, and Theresa, who is 5-foot-4, seat height is a major concern, but both Mandy and Theresa felt fine on the KE.

"It's not too tall - just right," Mandy said. "For me, weight, seat height and starting are the most important things in a motorcycle, and the KE does well in all of these departments. But it's kind of down on power."

Keith, however, simply did not get along with the KE. Having ridden a motorcycle for the first time only two weeks earlier, 34-year-old Keith struggled with the huge gaps between gears, and even Mandy and Theresa expressed their displeasure with the KE's transmission. Keith was often seen shifting up to second only to have the engine suddenly bog when he let out the clutch; his weight would then lurch forward, transferring his 155 pounds to the front wheel, causing it to plow in the somewhat soft sand. The result was either a slow crash or him wallowing around in second gear until the engine simply bogged to death. Keith provided plenty of entertainment until he learned how to compensate for the gappy transmission.

"The KE was unforgiving as far as being in the wrong gear at the wrong time," Keith said. "By the time you realize you're in the wrong gear, it was all over. I'd have to start from scratch again."

Mandy agreed. "It felt like once you click into second, there's no power," she said, "and you couldn't get out of something if you had to."

One thing is for sure: The KE teaches the beginner how to use the clutch, the importance of being in the right gear at the right time, and throttle control, or you simply cannot enjoy this motorcycle.

For the more experienced, the KE can be fun just plonking around in first gear, but any faster than that and the weak suspension just can't keep up.

Many people said that, overall, the KE100 is fun to ride despite the transmission, but its outdated styling turned them off. Even one of the female testers thought the KE looked "dorky." Agreed - the KE needs a new, more modern look and a closer-ratio tranny (a bit more power would be nice, too); then, perhaps, the KE will be Kawasaki's best-selling model. But the price is nice, perhaps nice enough to overlook its faults.

HONDA XR100R

Honda XR100R ($2199) and XR200R ($3249)

Our beginner riders complained a lot about the two XRs - mostly that the bikes were hardly available for them to ride because the editors were always racing around on them. It's amazing how much fun you can have with a couple of pucker bushes and two little XRs.

The XR100 and 200 are some of the funnest bikes on the planet - for beginner and experienced riders alike. Both XRs are propelled by user-friendly, air-cooled four-stroke motors that pump out decent power for their respective displacements, and, just like every motor in the XR family, are extremely reliable - or should we say absolutely bullet-proof. The 100 features a five-speed gearbox, and the 200 a six-speed, and both transmissions operate via manual clutches.

The chassis of both bikes are built strong and seem to hold up and perform well for our overweight (for the bikes, of course) editors with heavy wrists.

Everything about these motorcycles - frame, suspension, motors, seat, fenders, gas tanks, etc. - resemble the big bikes (the XR600 and 400) but on a smaller scale, so Junior will be proud to ride around on one of these bikes that looks just likes Dad's.

The XR100 is slightly smaller in size than the 200. In comparison, the 100's seat height is 30.3 inches, and the 200's is 33.5 inches; the 100 has a claimed dry weight of 149.9 pounds, the 200 222.7 pounds; and the 100's wheelbase is 49.4 inches, the 200's 53.5 inches.

Honda also has the ever-popular XR80R. It too has an air-cooled four-stroke motor, with a five-speed transmission and manually operated clutch. It weighs only a few pounds less than the XR100 at 141.1 pounds, and has a 28.5-inch seat height and a 47.0-inch wheelbase. Since the XR80R and XR100R are so similar, and truck space was so limited, we opted for just the XR100 for our ride. You can pretty much assume that what goes for the 100 goes for the 80, as well.

"I liked the XR100," Mandy said. "It's easy to ride. It's a great beginner bike, because you didn't have to worry about stalling it, and it's small. It's not intimidating at all, and I could start it okay."

Mandy, however, was turned away from the XR200. "It's just too tall for me," Mandy said. "I couldn't ride it."

For Theresa, though, her 5-foot-4-inch frame did fit the XR200 nicely, and she enjoyed riding both bikes as well.

And then there was Brent. By the end of the day, he had graduated from the DS80 to the XR100 and was in full dirt track mode before it was time to load up and go home. He felt the DS was a great bike for him to learn on, even though it was a little too small for his 5-foot-3-inch frame. Once he had built up his confidence riding the DS, the XR100 was the perfect next-step bike for him. The XR200, he said, was a little too tall for him. But that was a few weeks ago.

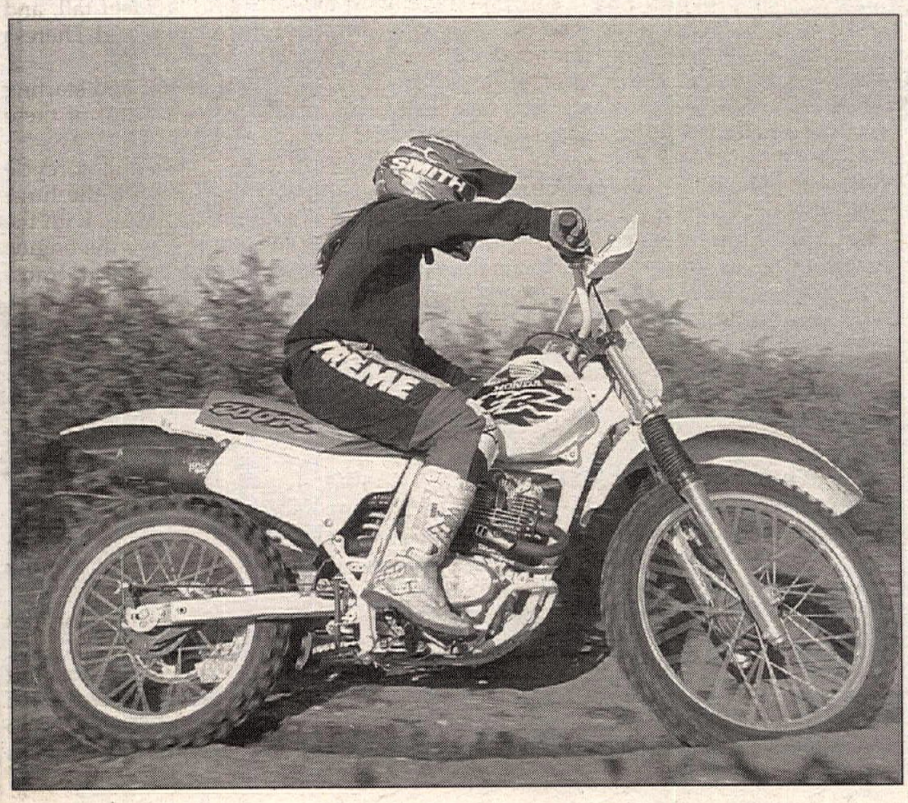
You have to hand it to Honda, because they offer - by far - the most well-rounded line of entry-level motorcycles, with their Z50, XR70, 80, 100 and 200 models. And then, as you grow and your skills improve, you can graduate to the XR400 and XR600. Think about it: You could learn on the Z50 and end up racing the Baja 1000 on the XR600 without ever leaving the Honda family.

Obviously, Honda knows the importance of getting the whole family involved in motorcycling.

Brent also enjoyed the Honda XR100, but then again, who didn't?

HONDA XR200

The XR200 fit the bill for the more experienced riders. Some of the editors couldn't keep their fingers off the XR200, or the XR100 for that matter.



Yamaha RT180 ($2499)

Yamaha offers two entry-level RT models - the 100 and 180. Both bikes are powered by air-cooled, two-stroke, kickstart motors; the 100 with a five-speed transmission and the 180 a six-speed. Both motors are nestled inside relatively small frames but have different personalities when it comes to suspension.

The smaller 100 features a standard dual-shock rear-suspension system, while the 180 boasts a more modern monoshock rear-suspension system; both bikes use telescopic forks up front, but the 180's forks are beefier.

Planting both feet on the ground shouldn't be a big problem for most people on these bikes, as the 100 has a rather low 28.7-inch seat height, and the 180 has 33.9 inches. Speaking of seats, the lounge chair on the 180 is gigantic, giving the bike a somewhat odd appearance. A big seat like that should be great for those long days in the saddle, but we'll never know. At least for a while.

We simply did not have any luck with the RT180. At Lucerne, we just couldn't get the bike to run longer than a few minutes. The bike would start, then act as though it was fouling a plug and simply die. After trying everything we could think of to keep it running, we finally gave up on the 180 and returned it to Yamaha the next day. They gave us a new one right out of the crate (just like the previous one) and it acted the same way. Our guess is that a batch of 180s have ignition-timing problems. We will try to do a follow-up story on the RT180 in the near future.

YAMAHA RT180

Theresa on the Suzuki DR200...

Suzuki DR200SEW ($3799) and Yamaha XT225 ($3849)

If there are ever motorcycles that fit the term "wife's" or "girlfriend's" bike to a "T", it's the Suzuki DR200SEW and the Yamaha XT225. These unintimidating bikes are docile, easy to ride and will very much appeal to those shorter in stature.

Both the DR and XT are comparable in design: They're relatively small, sharing the same low, 31.9-inch seat height; are powered by similar-in-design single-cylinder, air-cooled, four-stroke engines; have six-speed transmissions; share the same-in-size 21- (front) and 18-inch (rear) wheels; both are street-legal; and both feature electric starting systems.

The only significant difference between the two bikes are numbers - at a claimed dry weight of 249 pounds, the DR weighs approximately 10 pounds more than the XT, while having 25cc less displacement than the XT's 224cc engine. These numbers, however, were hardly noticeable to our beginner and novice riders.

Both Mandy and Theresa felt right at home on both bikes. Thanks to the DR's and XT's rather low seat height and docile powerplants, both Mandy and Theresa spent the majority of the day on these two bikes, but all wasn't magical in DR- and XT-land.

Both Mandy and Theresa mentioned the fact that both bikes felt heavy; that's because they are. At well over 260 pounds (real-world figures), the DR and XT are not featherweights by any means. While the extra weight really didn't bother them too much while riding the bikes around, picking them up after bailing got a little old after a while. On the trail, both Mandy and Theresa actually enjoyed the XRs a little bit more than the DR and XT just because of the weight factor; after all, the XR100 is nearly 100 pounds lighter than the DR and XT, and the XR200 is about 40 pounds lighter.

But when asked which bikes they would rather own, both Mandy and Theresa said either the DR or XT over the XRs, and both said for one main reason: their electric starting systems.

"The electric starters made a real difference for me," Theresa said. "I liked the XR200 a lot but not kickstarting it, especially when I was tired."

Mandy agreed but went on to say, "I also like the fact that both bikes are street-legal; that way I can ride with Mike (her boyfriend) on dual sport rides."

Mandy actually owns her own XT225.

"I like the DR, too, but I just feel more used to the XT because I have one."

For Keith, he had few problems riding either the DR or XT, as compared to the KE100. "They were just a lot more forgiving," Keith said. "Power was always there when you needed it. But these bikes are a little small for me." (Keith stands 5-foot-11-inches tall.)

Mark keeps a close eye on Nolan.

...Keith on the Yamaha XT225.

Kawasaki KLR250 ($3949)

Why watch the kids have all the fun when you can be out there joining them? That's one of the reasons why Kawasaki offers the inexpensive-yet-worthy KLR250. If dad ever thought about getting his first dirt bike, the KLR250 is a great motorcycle to consider: At $3949, it's inexpensive and, even though its overall design is getting a little dated, it still provides a lot of fun, both on and off the dirt.

The KLR250 features a liquid-cooled single-cylinder four-stroke motor, a six-speed transmission, a kickstarting system, and a 2.9-gallon gas tank. It has a single-shock rear-suspension system and telescopic forks. It boasts 9.1 inches of wheel travel at both ends. For a full-sized motorcycle, it has a relatively low 33.7-inch seat height, but weighs in at a hefty 259 (claimed) pounds - you can figure it weighs closer to 270-280 pounds.

With only a few hours of riding time under his belt, Keith was a perfect candidate for the KLR250.

"I had a lot of fun riding it," Keith said, "and it better fit the image I had of me riding a motorcycle (as compared to the smaller bikes such as the KE100, the DR200 and XT225). I felt like I was really riding something.

"I did get a workout picking it up," Keith admitted. "It's kind of big and intimidating, but the ergonomics were comfortable, and, like I said, it was real fun to ride."

Keith went on to say that he felt the motor was easy to work with and that he had no problems kickstarting the bike.

Even Theresa gave the KLR a try and got around on it just fine, but she did admit that it was too big and tall for her.

Our more-experienced riders said they enjoyed the KLR250, as long as they didn't push the suspension too hard or rely too heavily on the front brake (it's a little mushy). Unfortunately (fortunately?), these things are easy to do, because the motor is quite strong and speed can pick up in a hurry. It likes to be revved out on top, where most of its power can be found.

Because of its comfortable layout, wide seat and cushy suspension, however, you'll probably be most happy just bopping around the hills or following Junior down the trails on the KLR250. But it is nice to know that if things do get a little serious, the KLR250 can hang.

If there is another motorcycle out there that is comparable to the KLR250, it's the Yamaha XT350, even though it has a larger displacement. Like the KLR, the XT hasn't changed much over the years: It features a single-cylinder, air-cooled four-stroke kickstart motor, a single-shock rear-suspension system, and telescopic forks. The KLR and XT have the same 33.7-inch seat height, and the XT weighs only three pounds more than the KLR at 262 claimed pounds. The XT also costs a few hundred dollars more at $4449.

Looking for an affordable, user-friendly dual purpose bike? The Kawasaki KLR250 could be just the machine.

Suzuki DR350SEW ($4649)

The Suzuki DR350 has always been a favorite here at *Cycle News* ever since it made its debut in 1990, so when it came time to head out to the desert, we simply could not leave it behind.

Suzuki will tell you that the DR350 is designed for the serious dual sport rider, but, in reality, everyone can ride this bike - from the first-timer to the old pro. The only thing that might hold one back from riding the Suzuki is the length of one's legs, as the DR350 is fairly tall with its 35-inch seat height. But if you can plant your feet firmly on the ground, you can ride this bike.

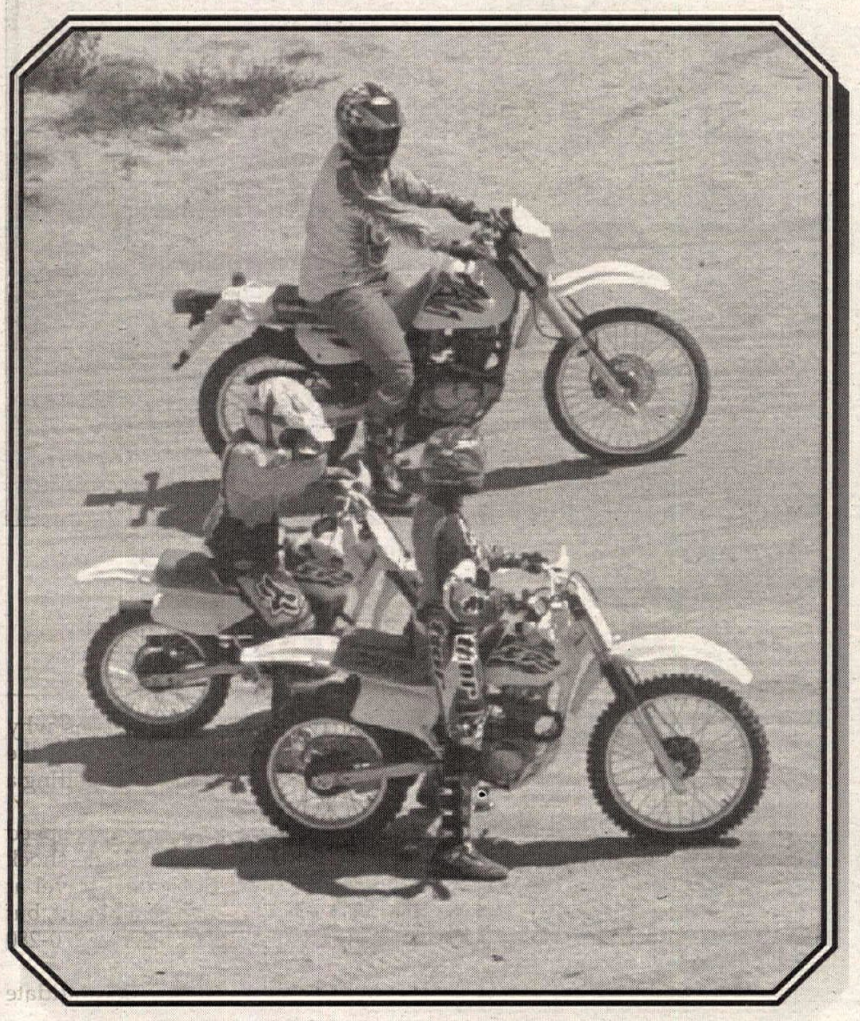
But first the technical stuff. The DR350 is powered by a durable single-cylinder 348cc air-cooled four-stroke motor, with an electric starting system and a six-speed gearbox. The ride is handled by a single-shock rear-suspension system and telescopic forks, both ends offering more than 10 inches of cushy wheel travel.

While we already know that the DR350 is great fun for the more experienced rider, we weren't exactly sure what to expect when we put Keith on the bike, but he did just fine. He liked the bike, but, pretty much as we expected, he admitted that he felt a little awkward on it. "The Suzuki is a little tall - fortunately, I'm not really short," Keith said. "It's just that when you come to a stop, you have to lean the bike over a little bit, and it feels heavy."

Keith did drop the bike a few times and, at one time, was completely puzzled when every time he let out the clutch to start moving, he'd crash. Finally, Keith realized that during his first tip-over, a piece of the right plastic handguard got wedged between the lever and bracket, causing the front brake to lock on.

But once up and moving, Keith enjoyed the bike and soon became confident enough to choose to ride it on our group trail ride after the end of the day; it was that electric start that did it.

The Suzuki DR350 covers all the bases - it's a serious on/off-road bike that even a beginner can enjoy, that is if their legs are long enough.



Father, son and sister gather up for a trail ride.

Nowadays, motorcycles come in all shapes and sizes to fit every member of the family.

Advice to husbands and boyfriends

So you want to teach the woman in your life to ride, do you? You think that this will solve your riding/scheduling-time-with her problems, right? Okay, I'll play your game, and I, being a woman who rides, am going to teach you to do just that so you can have your wish of unlimited riding, unlimited parts buying, the cooperation of the woman in your life to ride when you want and buy what you need.

The first - and I do mean the very first - thing you need to do is get her some decent gear. Do not plop her on your KX500 in a pair of tennis shoes or even hiking boots, a ball cap and a tank top, saying she looks "really cute." (Women, if he tries this, I want you to grab the spark plug out of his bike and dangle it over battery acid until he gives you a helmet, a pair of boots, a chest protector, a long-sleeve shirt, heavy pants and gloves. You will need this stuff, because you are going to tip over. Everybody falls, and if you have bare skin peeking out that connects with terra very firma, if your leg gets toasted by a hot pipe, or if you get cactus in your bra, you will probably never try this again.)

Next, the bike: Do not plop her on your KX500. Period. Bikes with numbers reading above 300 are not your best bet, okay? Don't put her on (girls, unless you are feeling really brave, macho, lift weights, weigh 200 pounds or have lots of previous motorcycle experience, don't get on) a KX500, an XR600, a Husaberg 501, a KTM 620, or a KLX 650. Mellow four-strokes are an ideal way to get started without jerking her arms out of her sockets when she's learning how to gas, clutch, cuss and brake all at once. Mild-mannered or small two-strokes are another possibility. 80s are small; however, the disadvantage is that she will probably hate uphills, downhills, large rocks, sand, mud and fast roads. The advantage is, it may help build confidence to start on a bike that doesn't weigh twice what she does. Remember, if the bike is set up for you, big tough fast guy, it is going to buck her off quicker than you can say, "Now I'll have to cook my own dinner tonight."

Take some time to soften or even lower the suspension - a la the many articles out there on the subject. Patience will keep you out of trouble and in your warm bed tonight. And don't you dare say, "How come you can't wheelie yet? You've been ridin' for two whole hours." Come to think of it, you'd probably be wise in not saying 99.9 percent of whatever you're thinking. Sarcasm carries a risk factor of 11 out of 10. I can't hit the broad side of a barn with a baseball, but I can huck a helmet right on target to vulnerable body parts when I hear sarcasm. Let her go at her own pace if she wants help picking up her bike, do it. If she snarls at you that she can pick up her own bike, back off and offer her Ben Gay that evening. She's learning something that will give you both a lifetime of fun, of shared experiences, of shared... expenses.

Kim Orndorff

Round 6: Luzerne Municipal Park

Summers fights back

Defending champ Scott Summers posted his second win of the season at the Brownsville GNCC in Pennsylvania.

By Jim Talkington

BROWNSVILLE, PA, MAY 17

Team Honda's Scott Summers returned to winning form at the Brownsville Grand National Cross Country after disappointing showings at the previous two rounds left him down in the field with unusually few points to show for his efforts. The key to Summers' return? This time, a little luck went his way.

"It feels good to get another win," Summers said. "Everything went really well, and my XR was ideally suited to the Brownsville course. There were a lot of slick off-cambers with roots (on the trail), and I think that it was just easier for me to get my rear wheel hooked up and going in certain sections. Everything just went right - no real problems on the day."

Summers attributes his two atypically poor finishes (sixth and 13th) at the previous Clarksburg and Elizabeth rounds in West Virginia to plain old bad luck and, more emphatically, the current level of competition in GNCC racing.

"Recently, we've just had a couple of those races when nothing seems to go right," Summers said. "At the Wilderness, we had some problems in the pits, and at Starvation Point it seemed like every line I took put me in the wrong place at the wrong time. More than anything, though, there's just so much competition in the GNCCs now. There was a time when a top rider could lose time and still charge back into the top five. Now, the first through 10th spots are all so close and everyone's going so fast for the duration of the race, making up time like that is just not possible now.

"We're all lining up against the best off-road riders in the country every GNCC," Summers added. "I'm glad that Honda and I were able to score another win here today against such great competition."

The biggest infusion of talent into the GNCC field in recent years has come from the all-star three-man U.S. Suzuki team that was once again making its presence felt by claiming the remaining two podium positions.

Rodney Smith was the only rider to stay on the same minute as Summers, while finishing second for his sixth consecutive top-three finish. Second-place points have once again put Smith on top of the championship points battle, giving him a one-point edge on Team Kawasaki's Fred Andrews. Smith and Andrews have traded the points advantage at almost every event, with one of the two claiming the top spot for the entire first half of the series. Going into the second half of the year, advantage: Smith.

Former National Enduro Champion Steve Hatch scored third after he, Smith and Summers shared the lead for much of the early going. Off the winner's pace by two minutes at the finish, Hatch's third-place points keep him well in the championship hunt.

Fourth place at Brownsville went to Andrews, his lowest finish thus far in a stellar "comeback" season. He, like Hatch, has had to recover from back injuries suffered in 1997 and is back on his championship-winning form of 1993. Behind the Team Green rider was Team Yamaha's up-and-comer, Barry Hawk, in fifth. One-half of the new Team HWK (Hawk and Randy Hawkins), the Yamaha rider claimed his second top-five finish of the season aboard the YZ400 four-stroke.

Four-time AMA Off-Road National Champion Scott Plessinger suffered injuries at Brownsville that necessitated air transportation to nearby Pittsburgh. Aboard his KTM 125, Plessinger attempted to jump a ravine that had not been attempted by any other rider, and he came up short and was spit violently over the handlebars. As it turned out,

Plessinger suffered a broken left wrist, a broken left hand, a dislocated left wrist, a dislocated left elbow, and a laceration to his face that required 16 stitches to close up. Plessinger also sustained bruises to his shoulders and ankles.

"They were running the motocross track backwards, and I really thought I could make this double," Plessinger said. "I came out of a corner and just clicked up through the gears. I was sure I could make it. I guess I shouldn't have tried it."

Conditions at Luzerne Municipal Park were ideal for racing. Rain showers the previous night assured that dust would not be a factor, and the terrain was challenging and varied, with everything from high-speed double-track to slick and rooty off-camber single-track. The Brownsville course also utilized the entire infamous golf-course motocross track which once hosted putters and cleats in place of knobbies and pit canopies. At 10 1/2 miles in length and lap times in the 23- to 24-minute range, the overall speed of around 27 mph would put Brownsville a bit on the fast side for GNCC competition.

Noticeable absences in the pro rider field included Randy Hawkins, Michael Lafferty, Doug Blackwell and Jason Dahners, who were all in attendance at the ISDE qualifier in Texas. That event also doubled as a round of the AMA National Enduro Series.

GNCC regular Duane Conner also failed to make the start due to a thumb injury sustained days prior to the race, but he was in attendance at this, his home round. CN

Luzerne Municipal Park
Brownsville, Pennsylvania
Results: May 17, 1998 (Round 6 of 13)

O/A: 1. Scott Summers (Hon); 2. Rodney Smith (Suz); 3. Steve Hatch (Suz); 4. Fred Andrews (Kaw); 5. Barry E. Hawk Jr. (Yam).

200 A: 1. Heath Bennett (Yam); 2. Shane Lawson (Yam); 3. Mark Sherwood (KTM); 4. Steven Graves (Suz); 5. Syd Loveday (Yam).

200 B: 1. Benny Leonard (KTM); 2. Cole Calkins (Kaw); 3. Jeremy Morris (Suz); 4. Todd Nicklas (KTM); 5. Tommy Povenski (Yam).

250 A: 1. Jim Jarrett (Kaw); 2. Robbie Jenks (Yam); 3. Aaron Kopp; 4. Chuck Woodford (Kaw); 5. Ryan Rodgers (Kaw).

250 B: 1. Tony Taraborrelli (Yam); 2. Andy Shea (KTM); 3. Gary Salyer (Kaw); 4. Michael Faulk (Suz); 5. Brad Hamrick (Yam).

4-STRK A: 1. Harvey Whitaker (Kaw); 2. Darius Lattea (Yam); 3. James Tretinik (Yam); 4. Thomas Evans (Hon); 5. Kelvin Hull (Kaw).

4-STRK B: 1. Jonathan Skinner (Yam); 2. Stacey Clark (Yam); 3. Marty Michels (Hon); 4. Marshall Young (Hon); 5. Shane Munger (Suz).

OPEN A: 1. Michael Grizzle (Hbg); 2. Dave Gunn (Hon); 3. Tommy Harris (KTM); 4. Richard Bryan (Hbg); 5. Matthew Spigelmyer (KTM).

OPEN B: 1. Norm Richards (KTM); 2. Tim Prechtl (KTM); 3. Leonard Mesina (KTM); 4. Steve Bower (KTM); 5. Troy Wertz (Kaw).

PRO: 1. Scott Summers (Hon); 2. Rodney Smith (Suz); 3. Steve Hatch (Suz); 4. Fred Andrews (Kaw); 5. Barry E. Hawk Jr. (Yam).

SR (40+) A: 1. Donald Bigley (KTM); 2. Mark Smith (KTM); 3. Mark Mihalik (Hon); 4. Joe Hull (Yam); 5. Richard Kresic (Suz).

SR (40+) B: 1. Michael Schwartz (Suz); 2. David Fiola (Suz); 3. Rick Thompson (Kaw); 4. Mark Weiland (Yam); 5. Ted Stone (KTM).

VET (30+) A: 1. Gene Onail (Kaw); 2. Tim Shephard (Yam); 3. Keith Rodgers (Kaw); 4. Jeff Murgel (Kaw); 5. Troy Schlereth (Hon).

O/A: 1. Jerod Deahl (Yam); 2. Wayne Beatty (Yam); 3. Steven Bower (Suz); 4. Ryan Mayle (Kaw); 5. Chad Haywood (Yam).

125/200 C: 1. Jerod Deahl (Yam); 2. Justin Maxwell (Kaw); 3. Thomas Grogg (Yam); 4. Eric Spencer (KTM); 5. Mike Mihalik (Yam).

250/OPEN C: 1. Steven Bower (Suz); 2. Ryan Mayle (Kaw); 3. Chad Haywood (Yam); 4. Robert Hudnall (Hon); 5. John Uplinger (Kaw).

4-STRK C: 1. Mark Fox (Hon); 2. Donald Wilson (Suz); 3. Phillip Hughes (Kaw); 4. Rob Hertz (Yam); 5. David Mihalko (Hon).

SR (40+) C: 1. Douglas Noll (Hon); 2. Lawrence Black (Hon); 3. Bradley Kokowsky (Yam); 4. Jeffrey Aloisio (Kaw); 5. John Lavanish (Kaw).

SPTSMN: 1. Jeffrey Copas (KTM).

S/SR: 1. Wayne Beatty (Yam); 2. Frank Erbe (Yam); 3. Albert Chuppa (Yam); 4. Jack Falbo (Kaw); 5. Robert Brendle (Yam).

GNCC SERIES POINT STANDINGS (After 6 of 13 rounds): 1. Rodney Smith (113/1 win); 2. Fred Andrews (112/2); 3. Scott Summers (102/2); 4. Steve Hatch (94/1); 5. Randy Hawkins (76); 6. Barry E. Hawk Jr. (57); 7. Jim Jarrett (71); 8. Joshua McLevy (61); 9. Scott McLaughlin (56); 10. Michael Lafferty (50).

Upcoming Rounds:
Round 7 - Monahawkin, New Jersey, June 7
Round 8 - Boyers, Pennsylvania, July 12

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Hawkins comes alive

Yamaha's Randy Hawkins posted the overall win at the Texas Two-Day ISDE Qualifier/National Enduro.

By Steve Berkner

NEW WAVERLY, TX, MAY 16-17

Six-time National Enduro Champion Randy Hawkins overcame KTM Sportmotorcycle's Michael Lafferty's early day-one lead to win both the opening round of the combined National Reliability Enduro Series (ISDE Qualifier Series) and round four of the National Enduro Series. Hawkins overcame a slow start - at one point trailing Lafferty by as much as 24 seconds - and ultimately bettered Lafferty, the current National Enduro Champion, by 12 seconds.

"I'm real excited about winning here," Hawkins said. "It's my first National Enduro win on a Yamaha."

Hawkins last won a National Enduro in the fall of 1996 when he won in Bellingham, Washington. That year also marked the end of his relationship with Suzuki, when they didn't renew his contract.

"Last year we spent most of the time getting the bike right and didn't fair so well in the enduro series," Hawkins continued. "This year it's been more of the same. I've almost taken myself out of contention for the enduro title with a couple of mediocre rides (in Arizona and Ohio) and a DNF (in New Jersey). Coming here, I knew there were no more throw-aways for me. I've basically dealt myself these cards, so my strategy from here on out is to keep my head down and go for it."

Hawkins' two-day total gave him a score of 5226, while Lafferty carded a 5238. Finishing third was Husaberg's Jason Dahners with a score of 5330, and KTM riders Patrick Garrahan and Jason Raines both scored 5473 for a fourth-place tie.

The turning point for Hawkins came during test eight on day one. Up to that point, Lafferty had consistently increased his lead over Hawkins to 24 seconds by narrowly beating him in six of the first seven tests. But Hawkins quickly turned the tables by posting a score of 883 - 25 seconds quicker than Lafferty's elapsed time of 908 seconds during the 5.1-mile-long test. Over the next day and a half, Hawkins continued his winning ways, beating Lafferty in five of the last seven tests.

Hawkins won six of the event's 15 special tests, while Lafferty won seven. Both Hawkins and Lafferty competed in the Heavyweight (250cc-plus) Two-Stroke class, while Kawasaki's Jeff Fredette and KTM's Russ Pearson won the other two tests. Fredette competed in the Senior class and Pearson competed in the Lightweight (0-125cc) Two-Stroke class.

Hawkins, the 31-year-old Yamaha rider from Travelers Rest, South Carolina, said, "Mike is a fast starter. It doesn't surprise me he jumped out ahead during the first few tests. It's kind of what I expect from him. It takes me a few miles to really get going. I just try to stay focused all day. Like I said before, if I'm going to salvage anything this season, I'm going to have to make it happen."

"I'm real surprised that I gave up that much time to Randy," Lafferty said of test eight. "Actually, I thought everything went fine. I rode hard. I didn't crash. I didn't fall. I don't think I fell off the pace. I think Randy just pulled the plug and let it all out."

Dahners also turned in a good two-day effort, finishing a solid third overall riding in the big-bore Four-Stroke class (500cc-plus).

"I really had a good weekend," Dahners said. "I never had a bad test. This is my best (National) finish ever. I've been having my share of problems all year, but finally things have started to go my way."

Dahners consistently finished in the top five of every test and finished second to Hawkins in three of the 15 special tests.

The enduro was primarily held on 140 miles of OHV trails located in the Sam Houston State Forest and was hosted by the Trail Riders of Houston. Day one was 127 miles long; eight checks were utilized, and nine special test were scheduled. Day two was 87 miles long, with four checks and six scheduled special tests."

"We've added a lot of new trails this year," said event chairman Chris Hardy. "We've moved the start of the event further east into town and added over 40 miles of new trail to the west side. Our existing trail system is pretty established, but with the new trails, the riders will have plenty of varying terrain.

"Because heat is always a factor here," Hardy continued, "we've built in plenty of time at the checks for riders to catch their breath and rehydrate. Day two is shorter to give the riders an easier day. We've scheduled six terrain tests and four checks. And we'll be riding a 'B' schedule to give the riders some extra time."

"Some of the trails here are really rough," said Lafferty, who hails from Port Elizabeth, New Jersey. "Even

(Left) KTM's Mike Lafferty led after the first day of competition but let Hawkins catch and pass him on day two. Lafferty still finished second overall. (Right) ISDE veteran Jeff Fredette won the Senior class. (Below left) KTM's Russell Pearson took top honors in the Lightweight Two-Stroke class. (Below right) Husaberg's Jason Dahners was the top Four-Stroke rider, finishing third overall.

though there's a casual trail pace (between tests), you have to keep attacking the trails or they'll just beat you up."

"The heat was the real determining factor," commented Fredette. "Each morning was pretty good until halfway through, when (the heat and humidity) was like hitting the wall. I felt like calling it quits a couple of times, but Dennis (Hawthorne) kept me going. He had a fan set up in the (Kawasaki Team Green support) box van, and that made the difference.

"I thought the club did a real good job with test placement and layout," Fredette added. "They really mixed things up a bit. They had a new grass-track area at the start/finish and had a new terrain-test area as well. They really mixed it up."

"The heat was probably the toughest part of the event," Dahners said. "At every gas stop I would put wet towels on my head, especially in the afternoon, just to keep from overheating. Sometimes riding was easier than just sitting around."

The 214-mile two-day National Reliability Enduro was also scored as a National Enduro. It had 12 checks and 15 special tests, and it was also the first qualifier in the five-event series that ultimately qualifies 27 riders for the International Six-Day Enduro, which will be held in Australia in November. Those riders will represent the United States in three-rider club teams. Ten other riders are picked by a board of governors to determine the United States' elite six-rider World Trophy Team. Four more riders, who must be 24 years of age or younger, are picked to represent the U.S. Junior Trophy Team.

Hawkins has already been preselected to ride on the U.S. Trophy team, along with Chris Smith, Ty Davis, Rodney Smith, Steve Hatch and Scott Summers. This is the same team that has competed in the last two ISDEs and finished third overall in Finland in 1996. The Junior Trophy Team will be headed up by Lafferty; the other three riders have yet to be announced.

Even though Hawkins and Lafferty set the fastest test scores, bettering the closest competitors by over 100 seconds, competition for class points was tight.

In the Heavyweight Two-Stroke class (175cc to Open), Garrahan, Raines and Mike Windmann battled it out for third, fourth and fifth, behind Hawkins and Lafferty. Less than 13 seconds separated the trio.

Finishing in the top two in the Lightweight Two-Stroke class (0-125cc) were Pearson and local Texas rider Brian Storrie. Pearson took the edge by 40 seconds. Pearson finished seventh overall and Storrie 10th.

In the Middleweight Four-Stroke class (251-400cc), Curt Wilcox held on to the overall class win. Wilcox beat Mike Monroe on day one by 40 seconds, while Monroe could only take back 29 seconds on day two. Wilcox and Monroe respectively finished 13th and 14th overall.

Finishing second in the Heavyweight Four-Stroke class (500cc-plus) behind Dahners was Ron Lawson, who rode a "kitted" Yamaha YZ400F. Lawson finished 20th overall.

In the Senior class, Fredette's eighth overall finish netted him the class win by 54 seconds over Rick Higgins. Higgins finished 11th overall.

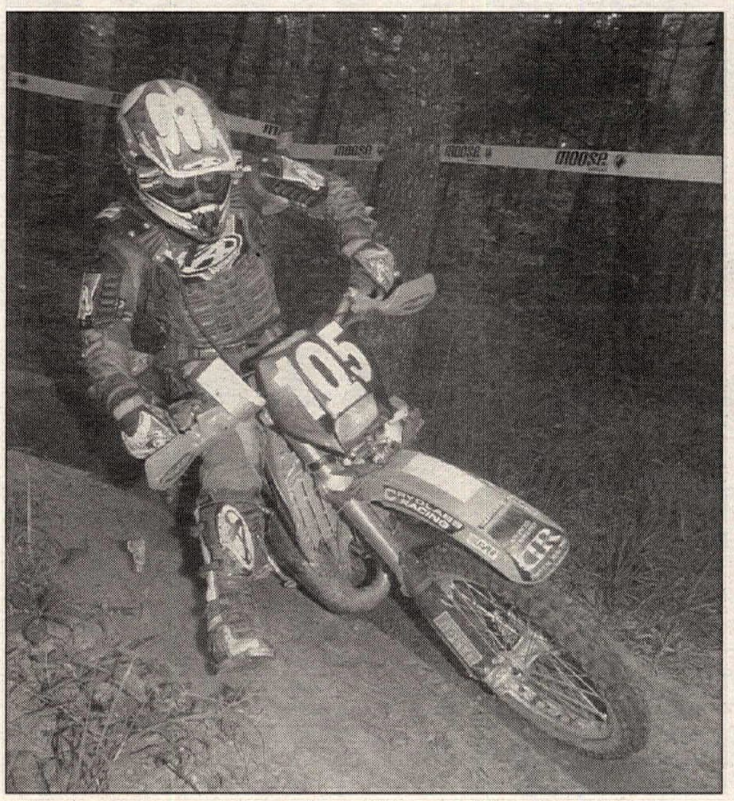
In the premiere running of the small-bore four-stroke class (0-250cc), Lonnie Ross took first-place honors, while Shaun Wilcox finished runner-up. Neither Ross nor Wilcox placed in the top 20 overall scores. CN

Texas Two-Day
New Waverly, Texas
Results: May 16-17, 1998 (Round 4 of 11)

O/A: 1. Randy Hawkins (Yam); 2. Mike Lafferty (KTM); 3. Jason Dahners (Hbg); 4. Patrick Garrahan (KTM); 5. Mike Windmann (KTM); 6. Russell Pearson (KTM); 7. Jeff Fredette (Kaw); 8. Alan Randt (KTM); 9. Rick Higgins; 10. Brian Storrie (Kaw); 11. Brian Garrahan (KTM); 12. Curt Wilcox (Suz); 13. Mike Monroe (Yam); 14. David Bragg (KTM); 15. Lynn Bailey (Hon); 16. Carlos Ungo (Yam); 17. Eric Cleveland (Yam); 18. Jeff Kirchner (KTM); 19. Jim Conner (KTM); 20. Ron Lawson (Yam).

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES POINT STANDINGS (After 4 of 11 rounds): 1. Michael Lafferty (96/1 win); 2. Randy Hawkins (65/1); 3. Doug Blackwell (62/1); 4. Jason Dahners (58); 5. Patrick Garrahan (49); 6. Matt Stavish (48); 7. Ty Davis (30/1); 8. (TIE) Kelby Pepper/Fred Hoess (25); 10. Kevin Bennett (21).

Upcoming Rounds:
Round 5 - McArthur, Ohio, May 23-24
Round 6 - Bellingham, Washington, June 6-7



Briefly...

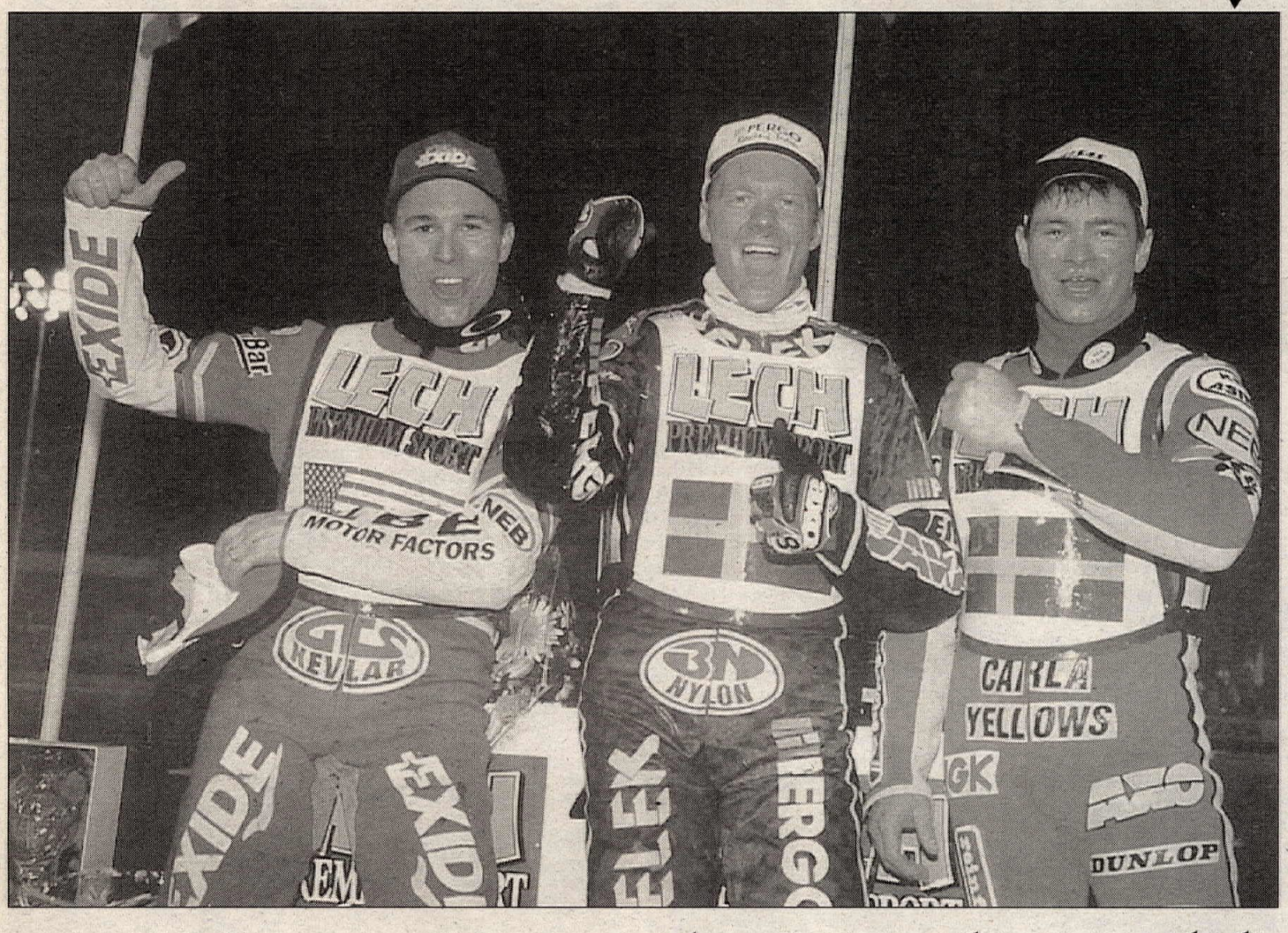
Randy Hawkins dedicated his overall win to 12-year-old **Brandon Benoit**, who recently died because of complications from heart problems. "I met Brandon while doing a family trail ride in Louisiana with the Acadiana Dirt Riders," Hawkins said. "When you put these kind of tragedies in perspective, it doesn't really matter how many National titles or wins a guy has when a person this young dies. The Acadiana Dirt Riders and their club members have always made me feel right at home, and I hope that my dedication of this win to Brandon can help ease their loss."

Current National Enduro Series number-two plate holder **Matt Stavish** fell in one of the early tests on Saturday and broke one of the metacarpal bones in his left hand. The Minneapolis native returned home Sunday and had the bone set by doctors on Monday. Stavish said he will sit out the May 22-23 Ohio round of the National Enduro Series but tentatively plans on riding the June 6-7 round in Bellingham, Washington.

With his win, **Randy Hawkins** became the fourth different rider to win a National Enduro this year. After four rounds, Hawkins, Lafferty, Doug Blackwell and Ty Davis have all won a round. Lafferty leads the Acerbis National Enduro Series with an overall score of 96, with Hawkins and Blackwell in second and third with 65 and 62 points, respectively.

The smoke from hundreds of brush and forest fires in Mexico kept the Texas event under a **brown haze**. Although temperatures were actually cool - in the 70s - humidity stayed in the sticky 80-percent range. "By midday (on day one)," said Lafferty, "the heat and humidity were starting to get almost unbearable. I switched from goggles to sunglasses just to help keep cooler. It was harder to see in the dust but the air movement felt better."

Ricko's heaven, Hancock's hell



(Left, left to right) Billy Hamill, Tony Rickardsson and Jimmy Nilsen whoop it up on the podium after Rickardsson claimed the first speedway Grand Prix win of 1998, at the Czech GP at Marketa Stadium in Prague. Hamill was second and Nilsen was third.
(Above) This stinks: The disappointment in defending World Champion Greg Hancock's face was evident after the Californian failed to qualify through to the semifinals in the "knockout-style" GP format.

By John Hipkiss

PRAGUE, CZECH REPBULIC, MAY 15

Swedish superstar Tony Rickardsson fired a warning to his world title rivals with a stunning display of riding at Marketa Stadium in Prague when he sped to victory in the championship final and laid claim to the Czech Grand Prix first-place trophy, thus re-establishing himself as a top threat for the world crown.

Rickardsson, the 1994 World Champion who has been in superb form for British Elite League Ipswich in that team's march to the top of the table, come back from a real scare in the final race as he hit the wooden board at high speed just as he was approaching full throttle - and yet he maintained control and went on to pass Jimmy Nilsen and Billy Hamill. Hamill vowed to regain the crown he won in 1996 after finishing in the runner-up with a solid display. The Californian was determined and hard-working as always, and a consistent performance like this could see him achieve his aim.

Nilsen of Sweden was third. Polish sensation Tomasz Gollob came across in fourth place to complete the first Grand Prix of the 1998 series.

Meanwhile, reigning World Champion Greg Hancock suffered a nightmare start in the series opener. The big, fast track hardly encouraged great racing, and Hancock was a victim of the new race format, as he traveled miles to the Czech Republic for just two rides. In fact, the race formula was more of a talking point than the result, both on the packed terraces and in the pits area.

Top riders like Hancock and Hamill had to wait until the main event (regular program) - Heat 11- before they got on track, as riders lower down the order fought through a knockout system in the first half before taking on the big guns.

QUALIFIERS

Ryan Sullivan, the Australian making his GP debut, got off to a dream start in the qualifier with a heat-one win ahead of countryman Craig Boyce. But there was a shock result in heat two, when Leigh Adams and Bo Brhel finished first and second, with Chris Louis working hard to pass the unfortunate Jason Crump.

World Under-21 Champion Jesper B. Jensen was worried before the meeting that he might struggle in such a big field, but he made a dream start and earned a hard-fought win in heat four, the first turn proving crucial as he took out his rivals superbly.

Heats five and six were the first real pressure races as any riders finishing third or last would be packing their bags and going home. Italian Armando Castagna was perhaps the unluckiest man on the night, as he was crusing to victory in heat five only to have his chain snap and throw him from the bike and out of the meeting. He was joined by Piotr Protasiewicz, Andy Smith and Peter Karlsson as early casualties with Crump, Gerd Riss, Louis and Henka Gustafsson making further progress.

Hungarian Zoltan Adorjan provided plenty of surprises and in heat seven. He pulled off a superb race to pass Brhel in breathtaking style to go through to the main event along with race winner Ryan Sullivan.

Jensen worked hard from the back in heat eight and almost got the better of Adams, but the Aussie provided some rare excitement for the vibrant crowd with a good pass on Boyce, with Jensen trailing in at the back. At least Jensen had another chance by going through to heat nine, the next sudden-death race, but he failed to take it and went out along with Crump.

Stefan Danno was good value for his second place in heat 10, as he went from last to second, and he fully deserved to go through to the main event along with race winner Louis. Boyce and Riss were the men to miss out.

There may be talks held between the sport's governing body and the riders, because Hancock was not alone in making the long journey to Prague for such a small amount of track time. He stuttered for third place in heat 11, behind Sullivan and Jimmy Nilsen, and this immediately put him into a pressure situation with only one race under his belt.

Veteran Hans Nielsen was a convincing winner in heat 12, as he pulled clear of Hamill, with Toni Kasper and Adorjan packing the minor placings. This was the first race that went as predicted, with the two seeds home first and second. But Hamill had to work hard for it, as he picked his moment superbly to pass Kasper on the last lap despite the fact that he was clearly quicker.

But if heat 12 went according to plan, heat 13 certainly did not. Gustafsson and Danno were clearly sharp after their earlier races, and they caught Gollob and Brian Andersen cold.

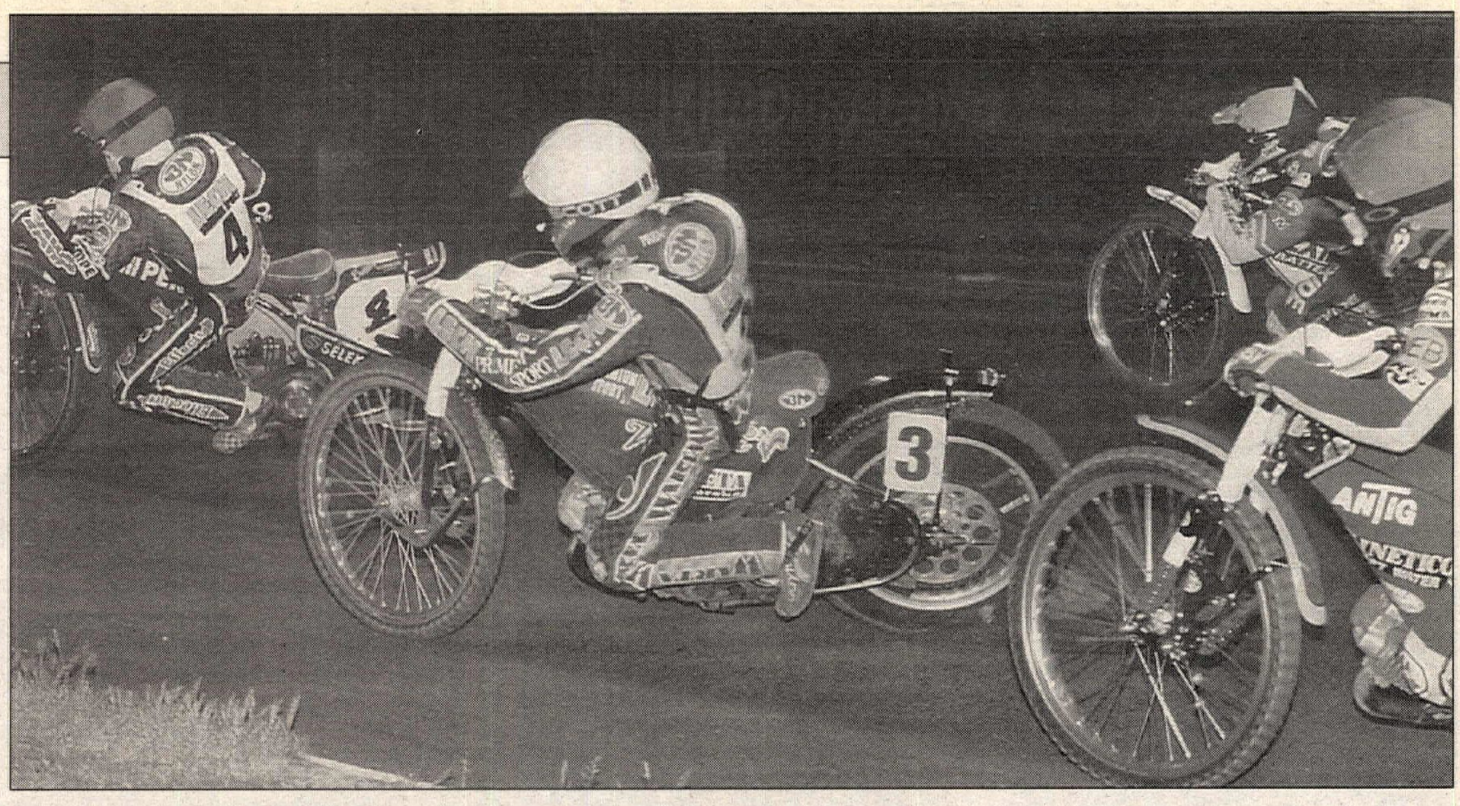
British Champion Mark Loram made his first appearance in heat 14, and he put on a brave display despite dislocating his shoulder riding in England only four days earlier. He passed Brhel on the third lap and made a good effort to close in on Rickardsson, who came home second, behind Louis.

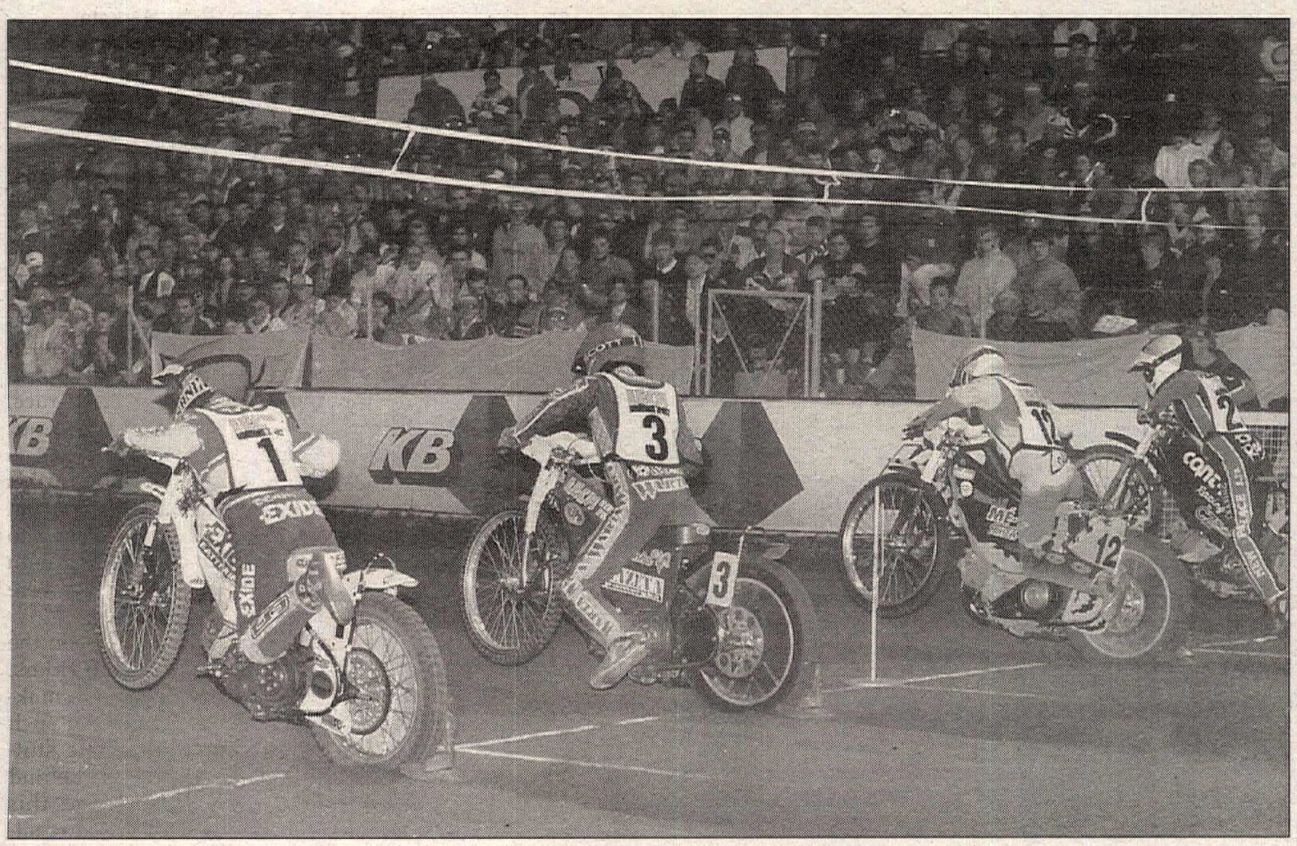
Then came the first pressure race of the main event, the race that ultimately proved to be Hancock's downfall and his passport to an early drive home. Heat 15 saw the third- and fourth-placed riders eliminated, and Hancock trailed in third with Brhel at the back. Gollob and Adorjan were the riders to progress in what proved to be a shock result, particularly with Adorjan doing so well.

And there was another surprise in heat 16, when previous Grand Prix winners Brian Andersen and Mark Loram went out while Adams and Kasper went through.

Heat 17 saw Rickardsson survive a real scare, as he hit the fence at high speed and did well to hang on to the bike. Not only did he hold on, but amazingly, he managed to pass Jimmy Nilsen to take the checkered flag first.

Danno was a surprise winner in heat 18, as he made a flying start ahead of Sullivan, with Louis and Nielsen struggling at the back. Heat 19 was another pressure race, with a last-chance situation, and Hamill took it superbly, with a great start to ease home ahead of Gollob. But there was another shock, as Nielsen went out; he was clearly not happy as he walked back to the pits.





(Above) Rickardsson (4) is already gone in the A final, as the Swede has made a cracking start to lead Tomasz Gollob (3), Nilsen (foreground) and Hamill (background). Gollob wound up fourth after his motor expired.
(Left) Earlier in the evening, Hancock (1) exited the stage in heat 15 with a third-place finish as he trailed Gollob (3) and GP upstart terror Zoltan Adorjan (12).
(Below) With his runner-up finish, Hamill has - for the moment at least - taken up residence as the lead hopeful to bring America yet another World Speedway Championship.

Heat 20 went according to plan, with Louis and Adams having the edge over Gustafsson and Adorjan .

CHAMPIONSHIP SEMIFINALS

Heat 21 was the first semifinal, and Rickardsson romped home after a flying start. Hamill joined him, as the two riders were in a league of their own ahead of Adams and Sullivan, who had to settle for places in the consolation final. Nilsen and Gollob made no mistakes in the second semifinal, and they were well clear of Louis and Danno. Thus the first championship final lineup of the new Grand Prix series was now known.

CHAMPIONSHIP FINALS

But before that, the B final had to be staged to determine final Grand Prix placings, and it was Louis who made the start ahead of Danno, Sullivan and Adams in a race which, yet again, was determined from the gate.

In the A final, Rickardsson made a dream start to breeze home, and Hamill worked hard to finish second after starting from gate three. Nilsen and Gollob were battling for the minor placings until Gollob's bike sputtered to a halt. His hopes of a rostrum place were over. Rickardsson's relief at winning his first ever Grand Prix was clear for all to see as he celebrated on the rostrum. "I've been so close in the past with these meetings," Rickardsson said. "I've gone into the A final knowing I have been the best rider throughout a meeting, and yet I always seem to mess it up in that last race. But I felt so good here tonight and it's a great start for me. The meeting was tough, but I just kept my head together, and when I went over the line for a win, I was overjoyed." But the new race format was the real talking point, and runner-up Hamill had his own views on the matter.

"It's not an ideal situation but you have to have a positive attitude toward it all, and I just went out there and did my best," Hamill said. "It was interesting to see the guys in action early in the meeting, but all the time I was itching to get out there and have a go on the track. I'm happy with second place - consistency is the key throughout the series - and I would have settled for this before the meeting.

Hancock, meanwhile, was left to reflect on what might have been, as he made an early exit from the opening round in the defense of his title.

"This has been a real learning exercise for me because of the new race structure, and I'm not prepared to blame that for the night I had," Hancock said. "I always stay positive about things, and there is plenty of time for me to catch up, but I'm down about the result for sure.

"I just didn't make a start, and when the pressure is on so late in the meeting you need to be sharp from the gate - that didn't happen for me," Hancock continued. "We really need to work on a few things before the next round, and I'm confident I can pull it back to be up there with the race leaders." The next round of the series is at Pocking, Germany, where Hancock will probably be hoping for better luck. CN

Marketa Stadium
Prague, Czech Rebublic
Results: May 18, 1998 (Round 1 of 6)

Qualifying Heats

HEAT 1: 1. Ryan Sullivan; 2. Craig Boyce; 3. Andy Smith; 4. Gerd Riss.

HEAT 2: 1. Leigh Adams; 2. Bo Brhel; 3. Chris Louis; 4. Jason Crump.

HEAT 3: 1. Stefan Danno; 2. Antonin Kasper; 3. Armando Castagna; 3. Henka Gustafsson.

HEAT 4: 1. Jesper B. Jensen; 2. Zoltan Adorjan; 3. Peter Karlsson; 4. Piotr Protasiewicz.

HEAT 5: 1. Jason Crump; 2. Gerd Riss; 3. Piotr Protasiewicz; 4. Armando Castagna.

HEAT 6: 1. Chris Louis; 2. Henka Gustafsson; 3. Andy Smith; 4. Peter Karlsson.

HEAT 7: 1. Ryan Sullivan; 2. Zoltan Adorjan; 3. Bo Brhel; 4. Stefan Danno.

HEAT 8: 1. Antonin Kasper; 2. Leigh Adams; 3. Craig Boyce; 4. Jepser B. Jensen.

HEAT 9: 1. Henka Gustafsson; 2. Bo Brhel; 3. Jesper B. Jensen; 4. Jason Crump.

HEAT 10: 1. Chris Louis; 2. Stefan Danno; 3. Gerd Riss; 4. Craig Boyce.

Main-Event Heats

HEAT 11: 1. Jimmy Nilsen; 2. Ryan Sullivan; 3. Greg Hancock; Leigh Adams.

HEAT 12: 1. Hans Nielsen; 2. Billy Hamill; 3. Antonin Kasper; 4. Zoltan Adorjan.

HEAT 13: 1. Henka Gustafsson; 2. Stefan Danno; 3. Tomasz Gollob; 4. Brian Andersen.

HEAT 14: 1. Chris Louis; 2. Tony Rickardsson; 3. Mark Loram; 4. Bo Brhel.

HEAT 15: 1.Tomasz Gollob; 2. Zoltan Adorjan; 3. Greg Hancock; 4. Bo Brhel.

HEAT 16: 1. Leigh Adams; 2. Antonin Kasper; 3. Mark Loram; 4. Brian Andersen.

HEAT 17: 1. Tony Ricakrdsson; 2. Jimmy Nilsen; 3. Billy Hamill; 4. Henka Gustafsson.

HEAT 18: 1. Stefan Danno; 2. Ryan Sullivan; 3. Chris Louis; 4. Hans Nielsen.

HEAT 19: 1. Billy Hamill; 2. Tomasz Gollob; 3. Hans Nielsen; 4. Antonin Kasper.

HEAT 20: 1. Chris Louis; 2. Leigh Adams; 4. Henka Gustafsson; 5. Zoltan Adorjan.

Championship Semifinals (top two transfer to A final, bottom two to B final)

SEMI 1: 1. Tony Rickardsson; 2. Billy Hamill; 3. Leigh Adams; 4. Ryan Sullivan.

SEMI 2: 1. Jimmy Nilsen; 2. Tomasz Gollob; 3. Chris Louis; 4. Stefan Danno.

Championship Finals

B FINAL: 1. Chris Louis; 2. Stefan Danno; 3. Ryan Sullivan; 4. Leigh Adams.

A FINAL: 1. Tony Rickardsson; 2. Billy Hamill; 3. Jimmy Nilsen; 4. Tomasz Gollob.

WORLD INDIVIDUAL CHAMPIONSHIP SERIES POINTS STANDINGS (After 1 of 6 rounds): 1. Tony Rickardsson (25/1 win); 2. Billy Hamill (20); 3. Jimmy Nilsen (18); 4. Tomasz Gollob (16); 5. Chris Louis (15); 6. Stefan Danno (14); 7. Ryan Sullivan (12); 8. Leigh Adams (10); 9. (TIE) Henka Gustafsson/Hans Nielsen (8); 11. Zoltan Adorjan/Antonin Kasper (7); 13. (TIE) Mark Loram/Greg Hancock (6); 15. (TIE) Brian Andersen/Bo Brhel (5); 17. (TIE) Craig Boyce/Gerd Riss (4); 19. (TIE) Jesper B. Jensen/Jason Crump (3).

Upcoming Rounds:
Round 2 - Pocking, Germany, June 6
Round 3 - Vojens, Denmark, June 19

"Chicco" finds his mark

By Alex Hodgkinson

MARIBOR, SLOVENIA, MAY 17

Alessio "Chicco" Chiodi made no mistakes in round three of the World Championship 125cc MX Series at the rugged Orehova Vas circuit on the outskirts of Maribor in the Republic of Slovenia (the northernmost part of the former Yugoslavia), taking the holeshot in both motos to take his factory Husqvarna to a double win and establish a handsome 27-point lead in the standings while all of his major rivals ran into trouble in at least one moto.

Yamaha's David Vuillemin finally started to show his true outdoor form and snatched second on the day, while James Dobb, the Brit who spent three years in America before returning to his homeland last year, rounded out the top three on the day after a nerve-jangling start to the proceedings, when he had to change a plug on the line as the starter readied the 15-second board.

The first moto was a gift for Chiodi. While the champion led all the way, chief rival Alessandro Puzar collided with Belgian Steve Ramon in a sweeping uphill turn halfway around the first lap as they disputed second place, bringing down Paul Malin and Marcel Van Drunen and causing chaos among the entire pack.

The ex-champ had to wait for the entire pack to pass just to retrieve his bike, and, after picking it up on the slippery camber, had to ride backward down the track before once again attacking the hill. So competitive is the 125cc GP category that he could only make it from 39th on lap one to 18th at the finish of the 45-minute race.

The Yamaha challenge was also dented at an early stage, with Vuillemin 21st on lap one after his usual disastrous start. Frederic Vialle was 11 places further back after collisions put him on the deck three times, while Claudio Federici, poised to make a charge from seventh on the track where he won the GP last year, did not last three laps before he hurt his right hand in a crash and retired for the day. Even teenager Luca Cherubini, who was second early on, hit trouble, his silencer falling off as the result of a first-lap knock.

Vuillemin at least got up to seventh, but he might have done better.

"The start was all my fault as usual," Vuillemin said, "but I would have had at least top five if my gearbox hadn't dropped all of its oil."

Luca Pretto, riding KTM in Chad Parker's team this year, finished a sensational third, easily his best-ever GP finish, while Dobb was a storming second.

The Brit came through from eighth after an unsettling time at the start gate.

"We've been having problems with plugs during practice, and my team manager, David Thorpe, told us to take plugs to the line with us in case it happened again," explained Dobb. "It's a good job we did, because my bike stopped on the line and I had to change it."

Exactly the same thing was to hap-

(Above) The first moto of the 125cc GP gets under way in Slovenia. Pictured are Alessio Chiodi (1), Brian Jorgensen (18), Alessandro Puzar (2), Dave Strijbos (49) and Keith Bowen (109).
(Below) Chiodi won both motos.

pen to his teammate Luigi Seguy in race two.

After crossing the line five seconds down on Chiodi, Dobb was confident for race two.

"If I can get out of the gate with Chicco, I'm sure I can beat him on a track like this," he said. "This is the first technical track we've ridden this year and you can see how many more passes are taking place. The first two GPs were decided at the gate."

Chiodi again took the holeshot in race two and had to stay on the gas for the whole race this time, as Puzar avoided early problems and still had the champion in sight as he hit second after 25 minutes from an initial fifth. No matter how hard he tried, the TM rider could not close and, in the end, he had to be careful not to get caught by the hard-charging Vuillemin and Dave Strijbos. The ex-champ from Holland had his best ride since his comeback on the loose-surfaced track.

Switzerland's Philippe Dupasquier had held second until Puzar got him just after half-distance, but soon afterward he made a minor error which dropped him to his eventual sixth.

Vialle crashed into the crowd this time, while Dobb pursued Puzar up the leaderboard for half the race before "hitting the wall." Fourth midrace, he would eventually trail in 10th.

Of the four Americans competing in the racing (three of them riding KTM), Keith Bowen eventually took the best finish - a 20th in race two - and he was not happy with his riding all weekend, while David Kratz, his young teammate in a German-backed setup, looked impressive while he was moving.

"I was racing the guy who got the 15th-placed point until I crashed midrace," said the 24-year-old from Souderton, Pennsylvania, who would cross the line 26th in both races.

James Povolny, who had flown over from the States five days before the race to ride Trampas Parker's factory KTM, had only qualified as a reserve but got a start in race two. He retired after half an hour after running in company with Kratz.

Long-serving GP runner Bader Manneh, riding a Yamaha so far this year, was on the ground on the first lap of each moto but persevered each time to finish 27-32. CN

Slovenian 125cc GP
Orehova Vas, Slovenia
Results: May 17, 1998 (Round 3 of 11)

MOTO 1: 1. Alessio Chiodi (Hus); 2. James Dobb (Hon); 3. Luca Pretto (KTM); 4. Alex Belometi (Yam); 5. Brian Jorgensen (Suz); 6. Nicolas Charlier (Kaw); 7. David Vuillemin (Yam); 8. Thomas Traversini (Hus); 9. Luigi Seguy (Hon); 10. Dave Strijbos (Kaw); 11. Philippe Dupasquier (TM); 12. Petr Kuchar (Hon); 13. Erik Eggens (Hon); 14. Carl Nunn (Yam); 15. Cedric Melotte (Yam).

MOTO 2: 1. Alessio Chiodi (Hus); 2. Sandro Puzar (TM); 3. David Vuillemin (Yam); 4. Dave Strijbos (Kaw); 5. Carl Nunn (Yam); 6. Philippe Dupasquier (TM); 7. Michele Fanton (Kaw); 8. Alex Belometi (Yam); 9. Brian Jorgensen (Suz); 10. James Dobb (Hon); 11. Luca Pretto (KTM); 12. Paul Malin (Yam); 13. Cedric Melotte (Yam); 14. Nicolas Charlier (Kaw); 15. Saso Kragelj (Kaw).

O/A: 1. Alessio Chiodi (Hus); 2. David Vuillemin (Yam); 3. James Dobb (Hon); 4. Alex Belometi (Yam); 5. Luca Pretto (KTM); 6. Dave Strijbos (Kaw); 7. Brian Jorgensen (Suz); 8. Sandro Puzar (TM); 9. Philippe Dupasquier (TM); 10. Carl Nunn (Yam).

FIM WORLD CHAMPIONSHIP 125cc MX SERIES POINTS STANDINGS (After 3 of 11 rounds): 1. Alessio Chiodi (105/2 wins); 2. Sandro Puzar (78/1); 3. Erik Camerlengo (61); 4. David Vuillemin (55); 5. (TIE) Brian Jorgensen/Philippe Dupasquier (50); 7. Alex Belometi (48); 8. James Dobb (44); 9. Luigi Seguy (40); 10. Carl Nunn (36); 11. Frederic Vialle (31); 12. Luca Pretto (29); 13. Claudio Federici (27); 14. Dave Strijbos (24); 15. Michele Fanton (16); 16. (TIE) Nicolas Charlier/Johnny Aubert (15); 18. Luca Cherubini (10); 19. Cedric Melotte (9); 20. (TIE) Thomas Traversini/Marcel Van Drunen (8).

Upcoming Rounds:
Round 4 - Foxhill, England, May 24
Round 5 - Nismes, Belgium, June 7

(Left) American James Povolny rode as an alternate at the Slovenian GP. He competed in only the second moto, where he finished 20th. (Above) Fellow American Keith Bowen was unable to score any points in Slovenia.

World Championship 500cc MX Series
Round 5: Finnish Grand Prix

Smets' Nordic double

By Alex Hodgkinson

HELSINKI, FINLAND, MAY 17

Defending Champion Joel Smets moved to the head of the World Championship 500cc MX Series standings after completing a Scandinavian double when he added the win in the Finnish GP to that in Sweden seven days earlier. The Yamahas were again his main opposition, as the Huskies struggled at the starts on a circuit at Vantaa, located on the other side of Helsinki airport from the track where America won the final MX des Nations that was held solely for 500cc machines in 1984.

Smets took the lead from KTM rider James Marsh on lap two of the first moto, with Andrea Bartolini in his wheeltracks. The Italian, fastest qualifier on Saturday, tried all he knew to stay with the Belgian, but in the end the champion's experience on sandy tracks proved just too much as they came on the lappers.

Once beaten, the Yamaha rider eased his pace but still finished nearly half a minute ahead of third-placed Darryll King, the pre-race points leader from New Zealand having been outgated for the second week in succession.

"We had too much power for these Scandinavian tracks, and we were just sinking in the sand rather than finding traction out of the gate," King said.

The second race again saw Smets quickly in front, but Bartolini again gave chase after a fifth-placed start.

"The track was getting rougher all the time, and I was confident that I could win this time," Bartolini said. "But then the bike just stopped. We don't know what it is yet, but that is the third zero score I have this year because of mechanical problems."

In sheer desperation, the Italian added, "I am ready to win this title, but my team is not." CN

Finnish 500cc GP
Vantaa, Finland
Results: May 17, 1998 (Round 5 of 12)

MOTO 1: 1. Joel Smets (Hbg); 2. Andrea Bartolini (Yam); 3. Darryll King (Hus); 4. Shayne King (KTM); 5. Gert-Jan Van Doorn (Hon); 6. Bernd Eckenbach (Hus); 7. Avo Leok (Hon); 8. Miska Aaltonen (KTM); 9. Willie Van Wessel (Hon); 10. Peter Johansson (Yam); 11. James Marsh (KTM); 12. Rob Herring (Hon); 13. Danny Theybers (Hbg); 14. Jef Janssen (Yam); 15. Rupi Walkner (KTM).

MOTO 2: 1. Joel Smets (Hbg); 2. Peter Johansson (Yam); 3. Shayne King (KTM); 4. Darryll King (Hus); 5. Gert-Jan Van Doorn (Hon); 6. Willie Van Wessel (Hon); 7. Bernd Eckenbach (Yam); 8. Avo Leok (Hon); 9. James Marsh (KTM); 10. Miska Aaltonen (KTM); 11. Danny Theybers (Hbg); 12. Rupi Walkner (KTM); 13. Jef Janssen (Yam); 14. Thierry Klutz (Hon); 15. Jonas Edberg (Hon).

O/A: 1. Joel Smets (Hbg); 2. Shayne King (KTM); 3. Darryll King (Hus); 4. Peter Johansson (Yam); 5. Gert-Jan Van Doorn (Hon); 6. Bernd Eckenbach (Hus); 7. Andrea Bartolini (Yam); 8. Willie Van Wessel (Hon); 9. Avo Leok (Hon); 10. Miska Aaltonen (KTM).

FIM WORLD CHAMPIONSHIP 500cc MX SERIES POINTS STANDINGS (After 5 of 12 rounds): 1. Joel Smets (151/2 wins); 2. Darryll King (147/1); 3. Andrea Bartolini (115/1); 4. Peter Johansson (115); 5. Gert-Jan Van Doorn (104); 6. Bernd Eckenbach (95/1); 7. Shayne King (93); 8. Rob Herring (72); 9. Johan Boonen (63); 10. Avo Leok (45); 11. (TIE) Rupi Walkner/Willie Van Wessel (41); 13. Erwin Machtlinger (37); 14. (TIE) Chris Burnham/James Marsh (34); 16. Jochen Jasinski (33); 17. Mats Nilsson (24); 18. Danny Theybers (15); 19. Miska Aaltonen (14); 20. Ola Eifrem (10).

Upcoming Rounds:
Round 6 - Osuna, Spain, June 7
Round 7 - Loket, Czech Republic, June 21

Briefly...

Trampas Parker, on crutches, was back on the scene to look after his Corona KTM team. "I had the stitches taken out of my knee this week, and I can throw away the sticks after Foxhill (next week)," Parker said. "I then have two weeks of intensive physio and my doctor says I can start training and be ready to race in October. But I only intend to race when I know I can win again. I won the last moto I rode before I hurt the knee, and I intend to come back with a win." As for his plans for 1999, Chad said, "I have to talk with KTM, but I would like to run the 125cc team and take them to the early U.S. supercross rounds to prepare - but for myself, I would like to go back to the 500s and finally win that title, either on a 360 or the four-stroke."

In Slovenia, Trampas Parker's factory KTM was ridden by **James Povolny**, who hails from Minneapolis, Minnesota. He qualified as reserve and will definitely try again in England before making a decision about the rest of the season. Should he return to America, the bike may be offered to Bader Manneh.

Erik Camerlengo was absent with a broken collarbone. He will return to action at round five of the 125cc GP series in Belgium at the earliest.

David Vuillemin admitted that he had taken too much on his plate this year. "It is only since Spain that I have had enough time to get my GP bike set up how I would like it, with more top-end power," he admitted. "I think it will be better if I race only in America next year."

The first moto of the Slovenian 125cc GP saw six different makes in the first six places - and there wasn't a **TM** among them. The Italian firm is, however, currently holding third in the manufacturers' championship in the class, with 83 points to the 105 of Husqvarna and the 95 of Yamaha. In the 250s, Honda leads with 188 to Kawasaki's169. Yamaha is third with 118, and Suzuki is fourth with 113. The closest tussle is in the 500cc class, with Husqvarna leading with 158 points over Yamaha's 156 and Husaberg's 151. Title holder KTM trails in fifth with 108, behind Honda with 114.

Seeling steps up for first win

By Kevin McKenna

ENGLISHTOWN, NJ, MAY 13-16

The entire Pro Stock Bike field had been waiting for this moment for the last six months.

In front of a packed house at Old Bridge Township Raceway Park in Englishtown, New Jersey, Matt Hines coasted down the track, the engine in his Vance & Hines/Eagle One Suzuki silent, as his opponent, upstart Gary Tonglet, drove away for the win with a 7.44.

Hines knew his win streak, which began late last season at the Sears Craftsman Nationals in Topeka and ran through the recent Pennzoil Nationals in Richmond - a span of six races - wasn't going to last forever, but he didn't expect it to end the way it did.

"When I got up there, I didn't have my head on straight," said Hines, who lost in the first round for just the second time in his three-year career. "When the tree came on, I was just sitting there, so I had a really bad light. Then, when I finally left the line, the transmission broke, so I wasn't going to win anyway. A perfect season would have been great, but I honestly never thought we'd do it. At least now I can concentrate on winning the championship without the distraction of chasing an undefeated season."

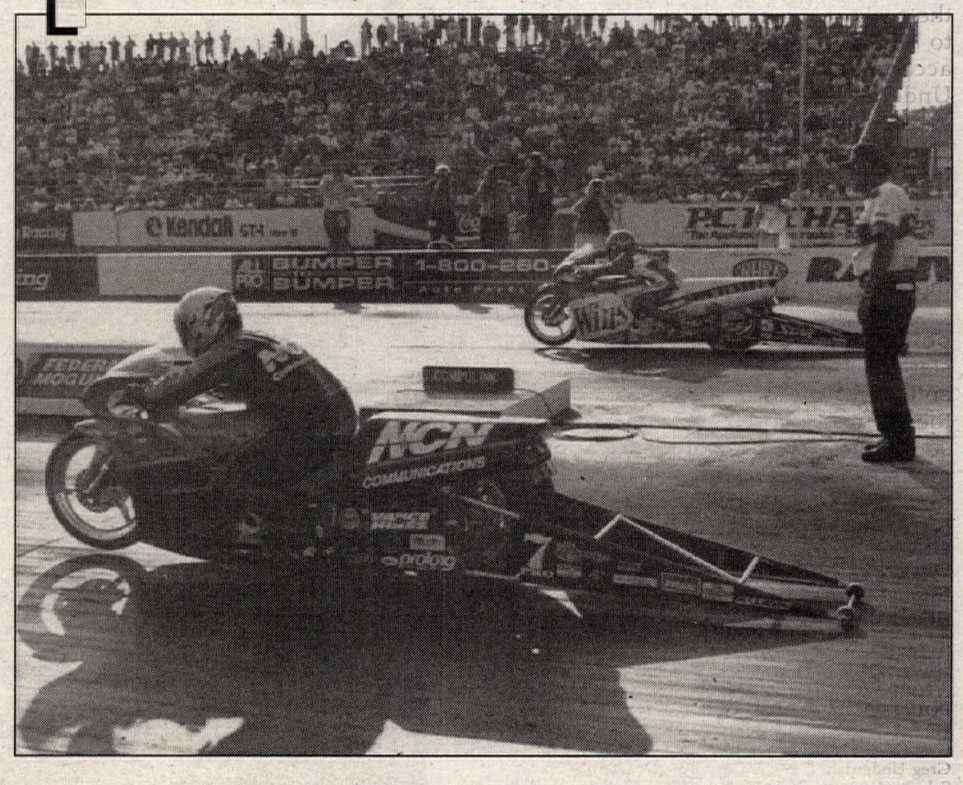
There to pick up the pieces after Hines' early exit was Angelle Seeling, the only rider who has consistently been able to put any pressure on the reigning champ this year. Seeling qualified her Team Winston Suzuki third in the field, with a 7.37, behind Hines' track-record 7.28 and John Smith's 7.34.

In eliminations, she picked up the pace with a career-best 7.28 in round one against C.J. Smith's Pete Briggs-owned Lake Mortgage Kawasaki.

"I was sitting there right behind Matt when he lost, but instead of being glad, it made me so nervous I started to shake," Seeling said. "I knew I had a great opportunity to get back into the points battle, and I didn't want to blow it. However, just because Matt lost, that doesn't mean it was any easier to win. There were a lot of other bikes that were fast, and I knew if our team didn't put 100 percent into this, we weren't going to get the job done."

Seeling nearly lost that opportunity with a late light of her own in round two against her Star Performance teammate, John Myers. In that round, Seeling left more than two-tenths of a second after the green light, but caught a break when Myers red-lighted.

"I've lost a couple of races this year on red lights and I didn't want it to hap-



(Top) Angelle Seeling won for the first time in 1998 when she rode her Team Winston Suzuki to a victory at the Mopar Parts Nationals in Englishtown, N.J.
(Above) Greg Underdahl, near lane, ran a 7.39 in the final but was no match for Seeling, who made her fourth straight 7.2-second run with a 7.28 for her third career victory.

With the victory, Seeling moved from fourth to second in the Winston points battle. She currently trails Matt Hines by 105 points with 10 races remaining in the season.

pen again," Seeling said. "I went up there and squeezed the clutch lever extra hard, and when the light came on, my mind said go, but my hand never moved. I had my feet on the footpegs, but the bike wasn't moving. I really felt bad for John because he's my teammate and, in my mind, he's the best rider out here. I hated to see him lose like that."

The Team Winston rider also narrowly escaped defeat in the semis after a wheel-to-wheel race against John Smith's Ankoa-Ramsey Suzuki. In what was officially the quickest side-by-side race in NHRA history, Seeling finished ahead of Smith by .012 seconds, 7.28 to 7.29, to move into the sixth final round of her career.

Greg Underdahl, who finished seventh in the points battle last year in his first full season on the NHRA tour, emerged as the best of the rest, with a career-best 7.32 in round one and a 7.40-to-7.50 win over Paul Gast in round two. Underdahl cruised into the first final round of his career after taking out Tonglet in the semis, 7.36 to 7.38, though in the final, Underdahl's NCN Communications Suzuki had nothing for Seeling, who drove away with her fourth straight sub -7.3-second run, 7.28 to Underdahl's 7.39.

"Before the start of the season, one of the goals I set for myself was to make it to a final round, and we were able to accomplish that in four races," said Underdahl, who formerly served as a crew chief for the Vance & Hines team. "Now our goal is to win a race, and the way we've been running, I believe we can do it."

With the victory, Seeling moved from fourth to second in the points standings, though she still trails Hines by 105 points.

"Last year we buried ourselves in the points because we got off to a slow start," said Seeling, who finished seventh and fifth in her two years on the tour. "I was worried about Matt getting so far ahead, but we made up a lot of ground at this race. If we can keep running as well as we did here, I think we'll be able to give him a run for it." CN

Old Bridge Township Raceway Park
Englishtown, New Jersey
Results May 13-16, 1998 (Round 4 of 14)

PRO STOCK FINAL: 1. Angelle Seeling (Suz) 7.28, 180.72; 2. Greg Underdahl (Suz) 7.39, 181.59.

NHRA/WINSTON PRO STOCK BIKE SERIES POINTS STANDINGS (After 4 of 14 rounds): Matt Hines (412/3 wins); 2. Angelle Seeling (307/1); 3. Paul Gast (271); 4. John Myers (255); 5. John Smith (245); 6. Greg Underdahl (219); 7. Gary Tonglet (207); 8. David Schultz (193); 9. Tony Mullen (191); 10. Brian Ayers (164).

Upcoming Rounds:
Round 5 - Joliet, Illinois, May 28-31
Round 6 - Columbus, Ohio, June 11-14

Round 1: Zeke Wenger Memorial Hillclimb

Wilkins, Zander tops

(Left) Paul Zander started his season off right with a win in the 800cc class. (Above) Ted Wilkins used his Rotax-powered hillclimber to take the win in the 540cc class.

By David L. Patton Jr.

MIDDLEBURY, IN, MAY 17

Ted Wilkins and Paul Zander entered 1998 from different directions but when the dust had cleared, they shared the top spot on the podium at the AMA National Championship Hillclimb Series opener. Zander won his first National last fall in Middlebury and he became the first rider to win back-to-back races here. Wilkins broke his back in September of 1997 and this was the popular Canadian star's first race since his injury and all of the riders were glad he's back.

Zander edged out Russ VanderVeen and Glen Petty for the 800cc win and Ted headed David Watson and Tim Frazier for the 540cc victory.

The Goshen Iron Horsemen Motorcycle Club hosts two Pro events each year, the spring memorial and the fall event and the man-made hill has destroyed many championship contenders' hopes over the years. The hill is only 160 feet high but it features a double-jump section that leaves no room for error.

The Middlebury Hillclimb is one of the few hillclimbs that can get slower as the day wears on. As the ruts develop it's more difficult to get a straight, low launch off the jump, which is the key to victory at this hill.

Both Zander and Wilkins set their winning times on their first rides and in the 540cc class only three riders in the top 10 improved on their second attempt.

540cc

A record crowd and a sunny day greeted the 39 professional hillclimbers as round one of the series got under way. Terry Thompson on his Thompson Racing/Pro-Action backed, fuel-injected BSA led the 540cc class to the starting line. Thompson won three Nationals in 1997, including the memorial, and he was hoping for a fast start to his season. His nitro-burning BSA blasted off the line but he got sideways off the first jump and went down after landing all crossed up, a problem many of the day's competitors suffered.

Kreeger's Pro Hillclimb Team member Phil Libhart followed Thompson and he flew his Triumph straight and smooth to put a time of 3.444 seconds up as the time to beat. Honda CR500 riders Tim Friedhoff (3.700), Mike Pulver (3.508), and Scott McNeely (3.589) all broke into the three-second bracket, but Libhart's time held up until David Watson wheeled his Mac's Cycle Supply/ KAP backed Honda CR500 to the line. Watson started on the far right of the hill and his nitro-burning Honda left the line hard. He had to make a major correction in midair, bringing the front end down and straightening the bike out, but he got it together for a smooth landing and a time of 3.3741, his best time of the day.

Watson's hold on first place lasted for one ride. Wilkins brought his alcohol-fueled Rotax to the line and clicked off a perfect run.

"I was a little nervous going to the line but once we started the bike I was fine," Wilkins said. "I came out of the hole good and the landing was really smooth. Then I ran to the top of the hill. I shut off a little early at the top."

Wilkins' winning ride took 3.3147 seconds.

Jeremy Thomas also left the first jump sideways but he did an outstanding job bringing his Honda back on the line to stop the clock at 3.6395, his best ride of the day and fast enough for 10th overall.

Four-time 540cc National Champion Tim Frazier was the next rider to move into the top 10 with a time of 3.441 seconds on his Parts Unlimited/Thor-backed BSA. Frazier's time was fast enough for third, though he lost time when he cased the top of the second jump.

The last rider to make a run at Wilkins' time on round one was five-time and defending National Champion Paul Pinsonnault. Pinsonnault is one of the most consistent riders in the sport and he never has bad rides. But today he couldn't quite find the perfect combination. His first ride netted him a time of 3.466 for fifth place.

"I got too much air over the jump," Pinsonnault said at intermission.

Thompson's second ride had its problems as well. His bike began to miss on the starting line and it obviously wasn't running right. After a decent launch off the jump, he landed hard and cut across the hill to the left-side boundary. His time of 3.618 was dependent upon Referee Larry Wenger's determination of out of bounds or good. The tire tracks proved Thompson's case and he locked up ninth overall.

As the hill proved more difficult, few riders were able to better their round-one times. Tim Friedhoff turned in a 3.500 to take sixth overall in his first Pro event and Scott McNeely on a Mac's Cycle Supply Honda went 3.521 to move up to eighth behind Mike Pulver.

Wilkins sat in his riding gear ready to ride as soon as someone beat his time but Watson, Frazier and finally Pinsonnault came up short, and Wilkins had his first win of the year.

"A lot of the credit goes to my brother Bill who has been working on my bike for me and he has it running really well," Wilkins said. "This is the first time I've been in the points lead."

800cc

Wallace Fowler took his first National win last season at the memorial and he was hoping to continue his comeback from a serious crash last June with his second career win as he opened the 800cc racing. Wallace blasted his fuel-injected Suzuki GSXR over the jump but his foot slipped off the peg when he landed and he crashed at the 110-foot mark. Bobby Templeton's first Harley-Davidson ride ended at the same spot as he left the jump crossed up and couldn't straighten it out in time.

1997 800cc National Champion James "Jammer" Large was the first 800cc rider to reach the top but it wasn't easy. Jammer mistimed his shutoff point and cased the Reiser's Cycle Service Harley-Davidson but he held on for a 3.506. Chris Brown followed Jammer with a 3.607 on his Triumph, good enough for tenth overall on the day.

The huge crowd were all cheering as Lou Gerencer made his return to racing after missing nearly all of last year because of injuries. The three-time National Champion is riding a limited schedule this year but the Harley-Davidson Racing Pro-Hillclimb Team member was looking for a top-five finish. Lou left the line hard and straight but he got way too much air. When he landed, the bike shot to the left and he had to battle to stay in bounds, but he still picked up a time of 3.525 seconds and the early lead.

Former Middlebury winner Glen Petty also overjumped the double on his way to a time of 3.558 and Russ VanderVeen was in contention with a 3.587 for his first ride.

1995 National Champion Steve Dresser was not among the leaders after problems on his first ride. Dresser pulled a huge sky shot and when he landed his chain derailed. He had the the same problem on his second ride, making his path to the number-one plate tougher.

Zander won last fall's event at Middlebury and he was looking forward to this hillclimb. "This hill seems to favor guys from a motocross background like me," he said. Zander proved his point, jumping low and straight and tearing past the timing lights with a 3.222-second run, the fastest of the day.

"English Motors built me a fast BSA and Barnett clutches helped me fly out of the hole, Zander said. "Then all I had to do was hold it on all the way up the hill."

Willie Price won last spring's hillclimb as well as four others in 1997 and he was going strong when he flew off the first jump. Willie had his bike leaned over when he landed and it doesn't take but a second for a 300-plus-pound, 180-plus-horsepower nitro-burning Harley-Davidson to bite you. Price would bounce back on his second run of the day.

Bob Shreiner got sideways while in the air on his Dr. Bob's Racing Kawasaki two-stroke triple but he still ran into the top 10 with 3.770. Shreiner wouldn't be able to improve on the second ride and he dropped out of the top 10.

Harley-Davidson Racing Pro-Hillclimb Team rider Jason Petty had a bit of a bobble coming off the line but he was really strong in the middle of his run, with a time of 3.389 seconds good for fourth overall. Unfortunately he had a problem and hit the top of the hill going too fast, bailing off the bike and landing on his feet, injuring his ankles. Petty will miss the rest of the 1998 season.

Hot Rod Williams from nearby Niles, Michigan, had a good ride on his Triumph after many years of success on a Harley-Davidson. He put together a good straight ride that could have been faster if his foot hadn't slipped off the peg. His 3.539 earned him eighth overall for the day after his second ride ended short of the top.

As Wallace Fowler jumped into the

air on his second attempt his handgrip came off, pulling his safety strap and killing the engine while in the air. He crashed hard but wasn't hurt. Templeton also had problems and didn't reach the finish line, though he stayed upright.

Large did a better job over the jumps, running the hill in 3.465 for sixth overall.

"I was a little slow coming out of the hole today - that's what hurt my times the most," the defending champion said.

After Chris Brown wasn't able to better his round-one time, Lou Gerencer took his shot. Once again Gerencer spent too much time in the air but his 3.463-second run moved him into fifth.

"It was a pretty good day, I haven't ridden one of these on a hill in nearly a year and I wasn't off much," he said.

Petty also overjumped the double but he finished strong to pass his cousin Jason for third with a 3.347-second time with only one foot on the peg.

VanderVeen then put in the ride of his Pro career so far, stopping the clock with a 3.345 to take second place.

"I owe it all to Indianapolis Southside Harley-Davidson/Buell," VanderVeen said after achieving his first podium finish in the series. "These guys have worked so hard and they deserve most of the credit."

By far the wildest ride of round one was Mike DeBusk's first attempt on a Kawasaki Mach IV triple. DeBusk got bounced off the seat as his bike lifted off the first jump and both feet were on top of his seat while he was in the air. Mike got one foot on the peg when the bike touched down but "Super Boone" never backed off and he made it over the top. DeBusk's second ride saw him carry the front wheel way high off the jump but he put together a 3.594 second run for ninth overall.

As Zander watched Price card a time of 3.527 for seventh overall, Williams was the only rider left who could challenge the leader. Williams had some problems at the bottom of the hill and it was over: Zander had his second win.

"Man, this is awesome," Zander said. "I have so many great people helping me, it's great to win this for them. We just come out and try to do our best and today was our day." CN

Zeke Wenger Memorial Hillclimb
Middlebury, Indiana
Results: May 17, 1998 (Round 1 of 12)

540: 1. Ted Wilkins (Rtx); 2. David Watson (Hon); 3. Tim frazier (BSA); 4. Phil Libhart (Tri); 5. Paul Pinsonnault (Hon); 6. Tim Freidhoff (Hon); 7. Michael Pulver (Hon); 8. Scott McNeely (Hon); 9. Terry Thompson (BSA); 10. Jeremy Thomas (Hon); 11. Mike Templeton (Yam); 12. Kenny Reif (Hon); 13. Randy Dillon (Hon); 14. Steve Kuhl (Kaw); 15. Leon Everett (Tri); 16. Harry Schreiber (Hon); 17. Mike Livingston (Hon); 18. William Hislop Sr. (Hon); 19. Jack Yeck (Hon).

AMA NATIONAL CHAMPIONSHIP 540cc HILLCLIMB SERIES POINT STANDINGS (After 1 of 12 rounds): 1. Ted Wilkins (15); 2. David Watson (14); 3. Tim Frazier (13); 4. Phil Libhart (12); 5. Paul Pinsonnault (11); 6. Tim Freidhoff (10); 7. Michael Pulver (9); 8. Scott McNeely (8); 9. Terry Thompson (7); 10. Jeremy Thomas (6); 11. Mike Templeton (5); 12. Kenny Reif (4); 13. Randy Dillon (3); 14. Steve Kuhl (2); 15. Leon Everett (1).

800: 1. Paul Zander (BSA); 2. Russ VanderVeen (H-D); 3. Glen Petty Jr. (H-D); 4. Jason Petty (H-D); 5. Lou Gerencer (H-D); 6. James Large (H-D); 7. Willie Price (H-D); 8. Rodney Williams (Tri); 9. Mike DeBusk (Kaw); 10. Chris Brown (Suz); 11. Robert Shreiner (Kaw); 12. Mark Swem (BSA); 13. Jack Yeck (H-D); 14. Brandon Kreeger (Tri); 15. Steve Dresser (H-D); 16. Besse Wendt (H-D); 17. Wallace Fowler (Suz); 18. Robert Templeton (H-D); 19. Jeff Thomas (Yam).

AMA NATIONAL CHAMPIONSHIP 800cc HILLCLIMB SERIES POINT STANDINGS (After 1 of 12 rounds): 1. Paul Zander (15/1 win); 2. Russ VanderVeen (14); 3. Glen Petty Jr. (13); 4. Jason Petty (12); 5. Lou Gerencer (11); 6. James Large (10); 7. Willie Price (9); 8. Rodney Williams (8); 9. Mike DeBusk (7); 10. Chris Brown (6); 11. Robert Shreiner (5); 12. Mark Swem (4); 13. Jack Yeck (3) 14. Brandon Kreeger (2); 15. Steve Dresser (1).

Upcoming Rounds:
Round 2 - Jefferson, Pennsylvania, June 7
Round 3 - Steel City, Pennsylvania, June 14

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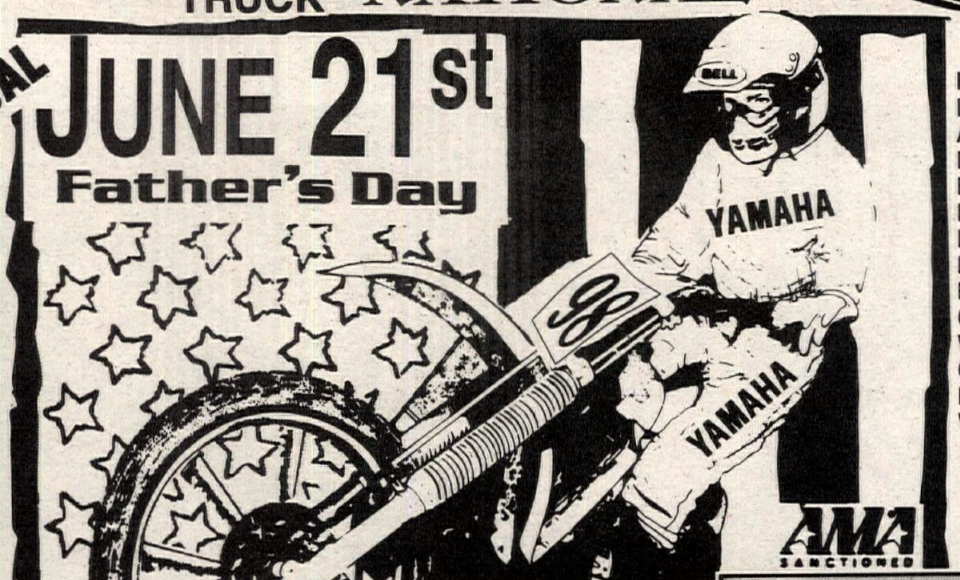

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Sun.: 9:00 a.m. Pro Practice
10:30 a.m. Pro Qualifiers
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Fri. 5 - 7 p.m.	Fri. 8 p.m. Amateur Nite MX
Sat. 6 - 10 a.m.	Sat. 8 a.m. Amateur Practice On Pro Track
Sat 5 - 7 p.m.	(To practice on Sat. you need to sign up for Sat. Nite MX)
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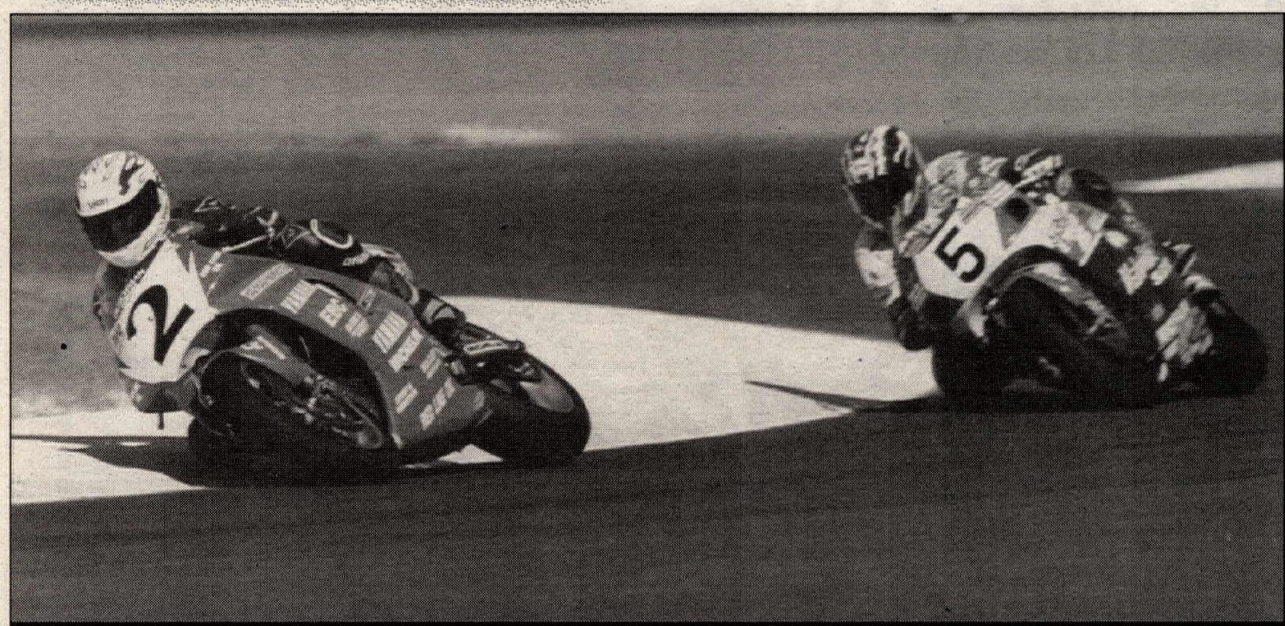


Michael Barnes (2) grabbed the lead at the start of both races of the Formula USA class at Pikes Peak International Raceway before eventually finishing second behind Grant Lopez (5).

Lopez rules the mountain

By Aaron Mintz
Photo by John Weiland

FOUNTAIN, CO, MAY 17

EMGO Valvoline Suzuki's Grant Lopez earned king-of-the-mountain honors by winning both legs of the Formula USA series at Pikes Peak International Raceway. Lopez set the stage for his successful Sunday by taking pole position with a lap of 57.1 seconds, but his race wins on the 1.3-mile race track didn't come without a fight.

Newly recruited Michael Barnes put the Dutchman Racing Yamaha at the front in both races and led the field at a blistering 57-second pace, making life difficult for Lopez all afternoon.

"The track is tight and there is no place to really pass," Lopez said. "I found the only way to stick it to him was on the brakes. I found that I was really able to drive it in deeper in turn four and through the esses."

The Dutchman steroid-driven YZF1000 clearly had more straightaway speed, but the heavier bike paid the price by burning through tires faster than Lopez's lighter Suzuki.

"I tried too hard to build my leads and heated the tires too fast, and it caught up to me in both races," Barnes said. "Grant still ran great today."

As Lopez and Barnes went after each other like medieval gladiators, EMGO Valvoline Suzuki's Tray Batey kept the leaders in sight, but he was never able to get close enough to mount a challenge and had to settle for third in both legs.

RACE ONE

By noon the temperatures were reaching the low 80s and Barnes burned everyone at the start of the race by dusting the field at the drop of the green flag. By lap two, Barnes was pulling away. Suddenly, Health Systems Kawasaki-backed Michael Fitzpatrick hit the chicane at the end of the front straight and went flying toward the concrete wall while his bike cartwheeled to a halt. The crash completely destroyed Fitzpatrick's bike, ripping the front end from the frame. Fortunately, Fitzpatrick walked away and made the restart of the race on his inferior Kawasaki 600.

Again, no one could beat Barnes' reaction time off the line as he took his second holeshot of the day. This time, though, Lopez got a better start than before and was within striking distance of Barnes by lap three.

"I played it cool at first and let my tires get up to temperature," Lopez said. "I could see I was making up ground through the chicane."

As Lopez followed Barnes around, Batey was doing all he could to stay with his teammate.

"I just tried to stay with Grant (Lopez)," Batey said. "I figured it was my turn to learn something."

Early in the race, the leaders stretched out a comfortable gap on the rest of the field, but a second pocket of racers was creating its own thunderstorm. Eric Wood, Dan Turner and Rick Kirk found themselves going back and forth. However, it was Wood who was the rabbit and he ran just out of the others' grasp. Wood ran in fourth for the entire race after getting a poor start.

Even though these three were putting on a terrific battle, the crowd was focused on Lopez, who was quickly closing in on Barnes. On lap seven, Lopez started to apply serious pressure, and entering turn four both racers were side by side. Barnes went wide and slowed to regain his line. Meanwhile, Lopez tried to stick it up inside but gassed it too hard and lost his drive. Neither could capitalize upon the other's mistake.

On lap eight it was a different story. Lopez knew right where he could get Barnes and he stuck it to him again in turn four. This time Lopez's late-braking maneuver stuck and he took over first place.

"I tried to check out early and ended up salvaging a second place," Barnes said. "Basically, I overcooked the tire too early."

Barnes slipped to second and found himself being challenged again, but this time the challenge came from Batey. The veteran followed Barnes closely but could never make up the ground he would lose down the front straightaway.

When the checkered flag fell, Lopez had built a comfortable lead, with Barnes and Batey behind him. Out of contention for third but comfortably in fourth place was Wood. Rick Kirk made several attempts to pass Wood but could never make any of them stick.

RACE TWO

The second race started out just like the first one, with Barnes taking the holeshot. This time around, Barnes was all business and he stayed out in front for most of the race. However, this time Lopez had a helping hand. Lapped traffic plagued Barnes' ability to get through the chicane and while this was going on, Lopez was barreling down on Barnes.

On lap 15, Barnes tried to squeeze past a lapped rider entering the chicane and was forced to avoid a collision by going around the outside. This opened the door for Lopez, who tucked in right behind Barnes.

Once Lopez got on Barnes' tail, he was able to exploit the weight disparity and passed Barnes on the brakes entering turn four - and from there he never surrendered the lead.

"I anticipated Barnes would get the lead again," Lopez said. "Keith Perry told me not to push too hard and go for the points. Tray showed me a wheel early in the race and I stepped it up and put my head down until I caught Barnes again. The SBS brakes are so good that I could carry it in much deeper than Barnes, and this was my advantage today."

From the start, Batey was on his own mission, but just when it looked like he might give Lopez a run, he tucked the front in turn four and the bike slid to the edge of the track. Lifting the bike up with his leg, Batey was able to get the motorcycle back up on the front tire. Batey then rode off into the grass but didn't lose any position when he reentered the track.

Further back, Dan Turner finished fourth in front of Kirk, Wood and Ricky Orlando.

Orlando got a much better grid position in the second race and used it to his advantage by shadowing Turner around and taking fifth place at the checkered. Wood finished fourth in the first race but suffered from a poor start and could only work his way back to sixth place in the second leg.

103 HORSEPOWER

Vesrah Racing's Mark Junge may have to be called Superman after he overcame a second-lap crash in the Formula USA 103-hp class to still take the victory. The race got off to a rambunctious start, with BAM Performance Racing's Vincent Haskovec and Junge both throwing their bikes down in low-side crashes on the second lap. However, Junge quickly got back on his bike and rode like a man possessed all the way to the checkered flag.

"As I started to crash, I quickly pulled in the clutch," Junge said. "Once I stopped, I picked the bike up and it was still running. At this point, I just wanted to get back into it and salvage as many points as I could. I didn't let the tires warm up enough and because the track is so short and tight, it takes longer for heat to cycle through the rubber."

EMGO Valvoline Suzuki's Joshua Hayes finished second, with Michael Fitzpatrick third.

126 HORSEPOWER

The Formula USA class may be the premier class, but this Sunday some of the most intense action was in the 126-hp class, a race that was stopped twice by red flags. The first red flag came when Junge low-sided in the very fast turn one. The second red flag came on the last lap, when EMGO Valvoline Suzuki's Hayes and Fast by Ferracci's Steve Grigg crashed in separate incidents, littering the track with debris. Capitalizing on the red flags and avoiding all of the crashes was veteran Rick Kirk, who dusted the field at the restart and lead from beginning to end.

Zlock Racing's Wood took the early lead, only to be quickly gobbled up by Lopez. Lopez quickly picked up where he left off in the Formula USA race and built a sizable lead. Then on the third lap he low-sided in turn five. With Lopez out, local MRRA club rider Shane Clark inherited the lead. However, hot on Clark's tail was Junge, who was looking to repeat his victory from the 103-hp class. Junge quickly got by the less experienced Clark.

Late in the race, Junge crashed, bringing out a red flag while corner workers cleaned up the mess. On the restart, Kirk bolted away from the rest of the field on his Kawasaki ZX-7R, with Clark temporarily on his tail. Grigg wasted no time getting to the front as he dived under Wood. Fritz Kling also quickly got by Wood. Kirk checked out and Grigg held second, with Kling using his experience to slide under Clark.

As the race progressed, Grigg, Kling, Hayes, Wood and Lopez shuffled positions, but Hayes crashed on the final lap, bringing out the red flag. With the red flag being displayed for the Hayes incident, Grigg hit the chicane and was also thrown down. Unfortunately, the impact of the crash turned Grigg's Ducati into a fireball.

Kirk was the undisputed leader and took the victory. Grigg was second because Hayes crashed before Grigg and brought out the red flag. Kling was third, with Wood fourth. CN

Pikes Peak International Raceway
Fountain, Colorado
Results: May 17, 1998 (Round 2)

RACE ONE: 1. Grant Lopez (Suz); 2. Michael Barnes (Yam); 3. Tray Batey (Suz); 4. Eric Wood (Kaw); 5. Rick Kirk (Kaw); 6. Dan Turner (Yam); 7. Keith Pinkstaff (Kaw); 8. Ricky Orlando (Kaw); 9. Josh Graham (Yam); 10. Aaron Turner (Suz); 11. Fritz Kling (Kaw); 12. Josh Hayes (Suz); 13. Vincent Haskovec (Kaw); 14. Bryan Bemisderfer (Yam); 15. Michael Fitzpatrick (Kaw); 16. Russell Strobridge (Kaw); 17. Jeff Ahner (Suz); 18. Matin Sims (Yam); 19. Devin Battley (Yam); 20. David Kieffer (Buell); 21. Steve Grigg (Duc).

RACE TWO: 1. Grant Lopez (Suz); 2. Michael Barnes (Yam); 3. Tray Batey (Suz); 4. Dan Turner (Yam); 5. Ricky Orlando (Kaw); 6. Eric Wood (Kaw); 7. Keith Pinkstaff (Kaw); 8. Josh Graham (Yam); 9. Aaron Turner (Suz); 10. Vincent Haskovec (Kaw); 11. Bryan Bemisderfer (Yam); 12. Michael Fitzpatrick (Kaw); 13. Steve Grigg (Duc); 14. Russell Strobridge (Kaw); 15. Martin Sims (Yam); 16. Jeff Ahner (Suz); 17. David Battley (Yam); 18. Fritz Kling (Kaw); 19. David Kiefer (Bue); 20. Rick Kirk (Kaw); 21. Josh Hayes (Suz).

103 HP: 1. Mark Junge (Suz); 2. Joshua Hayes (Suz); 3. Michael Fitzpatrick (Kaw); 4. Justin Savage (Suz); 5. Bryan Bemisderfer (Yam); 6. Ty Piz (Suz); 7. Gabriel Covarrubias (Suz); 8. Daniel Sedelmeier (Hon); 9. Donald Medina (Hon); 10. Terry Kraus (Hon).

126 HP: 1. Rick Kirk (Suz); 2. Steve Grigg (Duc); 3. Fritz Kling (Kaw); 4. Eric Wood (Kaw); 5. Mark Junge (Suz); 6. Shane Clark (Suz); 7. Michael Fitzpatrick (Kaw); 8. Justin Savage (Suz); 9. Brad McKiernan (Suz); 10. Anthony Johnson (Suz).

Arclight on Top

By Cary Lurie
Photos by Scott Carpenter

HAMPTON, GA, MAY 16-17

Arclight Suzuki avoided four red-flag incidents - in the first two hours of the race - en route to victory in round three of the WERA National Endurance Series at Atlanta Motor Speedway. Arclight's Mark McDaniel and Chris Hughes cruised to the overall points lead after leading nearly every lap of the event.

It was the inaugural motorcycle event at the newly renovated Atlanta Motor Speedway complex. AMS spent more than $30 million to convert the 1.5-mile NASCAR oval into a world-class facility that includes a 2.5-mile, 14-turn road course combining the oval with a technical infield that features elevation changes, a first-gear corner, and high-speed sections to deliver a challenging venue for future events.

"I like this track," said Arclight's Hughes. "We used to run on NASCAR-type tracks, and I'm glad to see them again. Maybe we can run on more."

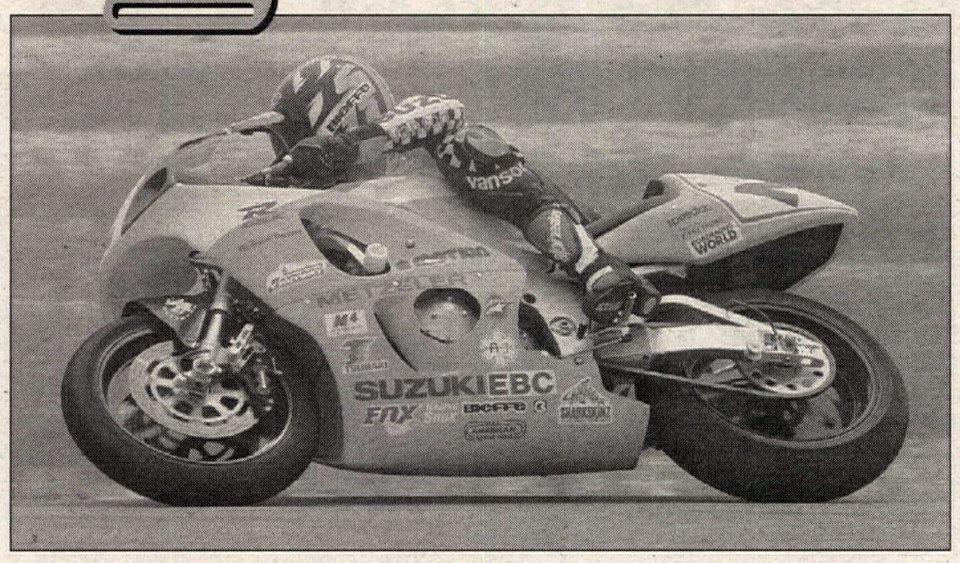
Evans Motosports Lee Acree agreed. "Its better every time out," he said. "I really like it."

Firestorm Racing held the pole, with Chris "Opie" Caylor on a GSXR600 joining Evans Motosports' Acree and SBR/Semoff Brothers Racing's Glenn Szarek, both Yamaha YZF-R1-mounted, on the front row. Acree quickly jumped to the lead, followed by TKO Racing's Luke Yarbrough on a GSXR750 and Szarek. JAR Racing's R1-mounted Greg Leffler and Arclight's GSXR750, ridden by Mark McDaniel, joined the lead group by lap two. On the seventh lap, McDaniel slipped past Acree in carousel turn eight and held the lead until Team Honda Motorcycle Racing's CBR600 blocked the track after a crash in turn 11, bringing out the first red flag just 24 minutes into the race.

The restart used the original grid, but Arclight's McDaniel wasted no time in passing Szarek for the lead in turn one. Firestorm's Caylor fared better the second time around and quickly slipped into second place. Acree followed on the Evans Motosport machine. Leffler lost the front end exiting turn seven at a pavement-transition bump just five minutes after the restart. Leffler and the R1 came to rest at the entrance to turn eight, perilously close to the racing line, drawing another red flag. Leffler lay unmoving until the ambulance arrived but regained full conciousness and was otherwise uninjured. Team owner and racer Jeff Atwell frantically worked to re-enter his machine but was thwarted by a broken clutch-basket spring that damaged the clutch and crank, sidelining the Yamaha for the day.

The second restart also used the original grid, with Arclight's McDaniel quickly taking the lead. McDaniel, Szarek and Acree closed hour one in that order with first through third covered by a single second.

"I'm just taking my time, trying to relax," remarked McDaniel after the second red flag. "When we were here for tire testing earlier, the track was not this good. I like it now."



(Above) Arclight Racing led most of the endurance race at Atlanta Motor Speedway. (Right) Lee Acree won two classes, Formula One and Formula Two, as well as setting a lap record at the renovated facility.

Firestorm's Caylor was launched into the banking when a vicious high-side slammed the Marietta, Georgia, rider to the asphalt, bringing out the third red flag just nine minutes into the second hour. Scott Brown and Chris Normand were able to repair the damage and re-enter the race, but Firestorm Racing's overall points lead would be relinquished.

"I don't know what happened," a dejected Caylor said. "I just can't believe I fell off. Everything was going fine."

Caylor later sought treatment for a possibly broken foot.

Arclight Racing's Chris Hughes took the lead at the restart and held it until the final red flag flew at the end of the second hour. The Army of Darkness GSXR600 brought out the fourth red flag with a low-side in the chicane. The restart at 13 minutes into the third hour was overshadowed by AOD's efforts in the pits. After the restart, Army of Darkness returned to the event after filling the fuel tank, safety-wiring two axles, changing a rear wheel, and repairing the damaged tail section in just 38 seconds. A standing ovation rewarded the team after a pit stop that factory teams would have been proud to perform.

Heat began to take its toll on the riders, as the temperature measured 116 degrees on the asphalt. Evans Motosport's Lee Acree suffered chills - the first signs of heat exhaustion - and relinquished the ride to Terry Evans, who completed the race third overall, one lap behind 1-800-CROTCH-ROCKET's R1 Yamaha, which had slipped into second at the end of the third hour and followed Arclight to the finish.

"We developed a push toward the end," Hughes said. "But we felt confident all day."

In National Challenge sprint racing, Lee Acree borrowed a Yamaha TZ250 for a record-setting performance in the GMD Computrack/Atlanta Formula One Event. Jamestown, North Carolina's Acree posted a new official track-record lap of 1:40.85 on the way to victory in the event. The Team Triad rider also scored a win in the WERA Formula Two Series on the same machine.

Arclight's Mark McDaniel took the holeshot in the Formula One race, followed by Scott Brown - both on GSXR750 Suzukis. The two-strokes of Derek King on a Honda RS250 and Acree chased the leaders. Acree pushed past both King and Brown and set sail for McDaniel, closing the gap and taking the lead by the fifth lap. Acree stretched the lead with the record lap to take his first WERA National GMD Computrack/Atlanta Formula One victory. McDaniel finished second, with Tulsa's Shannon Ball filling the podium on a Yamaha R1.

"My Honda RS250 has had gremlins all year; I couldn't work them out so Rick Boyles, our endurance crew chief, brought me his TZ250," Acree said. "I rode it for the first time this morning and we guessed right on the setup!"

When asked about the lap record, Acree replied, "This is my first one, so I'm enjoying it!"

The Metzeler 600cc Superstock Series resumed with fireworks on and off the track. Brian Stokes and Brian Gibbs jumped to the lead of the restarted event, both on GSXR600 Suzukis. The two Brians fought until coming together diving into turn six and crashing, giving the lead to the third Brian - Brian Lantz, who held the lead on his ZX-6R Kawasaki until JAR's David Rose passed him and slowly pulled away. Rose took the victory on the track but was disqualified after refusing the postrace technical inspection initiated by a protest from Lantz, who felt that the older machine was running stronger than a superstock CBR600F3 should be able to perform. Lantz was awarded the top spot, followed by 1-800-CROTCH-ROCKET's Ty Howard, also on a ZX-6R. Woodstock, Georgia, rider Billy Eisenacher rounded out the top three on a Yamaha 600. CN

Atlanta Motor Speedway
Hampton, Georgia
Results: May 16-17, 1998 (Round 3)

Saturday

ENDUR O/A: 1. Arclight Racing (Suz); 2. 1-800-CROTCH-ROCKET (Yam); 3. Evans Motosport (Yam); 4. Roswell Racing (Suz); 5. Team Sharkskinz Racing (Yam).

SPTSMN F-2 EX: 1. Derek King (Hon); 2. William Himmelsbach (Yam); 3. Ryan Landers (Yam); 4. Doug Scronce (Hon); 5. Christopher Jones (Yam).

F-2 NOV: 1. Mike Mashewske (Hon); 2. Jason DiSalvo (Hon); 3. Josh Stamey (Yam); 4. Jamie Hallman (Hon); 5. Anna Garrison (Hon).

B S/B EX: 1. Mark Reed (Suz); 2. David Yaakov (Suz); 3. Richard Pacella (Suz); 4. David Brown (Hon); 5. Wade Buffington (Suz).

CLBMN EX: 1. Avery Clark (Kaw); 2. Frank Stroman (Kaw); 3. Mark Morrow (Yam); 4. Mark Schmitt (Kaw); 5. John Stauber (Kaw).

CLBMN NOV: 1. Marty Marett (Kaw); 2. Jason Trimarchi (Yam); 3. Mathew Cramer (Yam); 4. R. Bruce Sharpton (Yam); 5. Chris Self (Hon).

Sunday

D S/B EX: 1. Michael Trautner (Yam); 2. Allen Burnham (Yam); 3. Cristopher Jones (Yam); 4. Mark Morrow (Yam); 5. Stewart Roberts (Yam).

D S/B NOV: 1. Jep Palmour (Yam); 2. Jamie Hallman (Hon); 3. Adam Mashike (Hon); 4. Robert Stellfox (Yam); 5. Jason Trimarchi (Yam).

1100 S/STK A: 1. Mark McDaniel (Suz); 2. Timothy Bemisderfer (Suz); 3. Greg Leffler (Suz); 4. Billy Eisenacher (Yam); 5. Lee Acree (Yam).

600 PROD C: 1. Brian Watkins (Hon); 2. Scott Gardner (Kaw); 3. Matt Girton (Kaw); 4. Frederick Farzanegan (Hon); 5. Rob Watson (Hon).

600 S/STK C: 1. Brian Lantz (Kaw); 2. Ty Howard (Kaw); 3. Billy Eisenacher (Yam); 4. Shannon Ball (Suz); 5. Scott Brown (Suz).

125 GP: 1. Michael Himmelsbach (Hon); 2. Ryan Landers (Hon); 3. Chris Pyles (Hon); 4. Mike Mashewske (Hon); 5. Jason DiSalvo (Hon).

750 S/STK B: 1. Mark McDaniel (Suz); 2. Timothy Bemisderfer (Suz); 3. Greg Leffler (Suz); 4. Shannon Ball (Suz); 5. Scott Brown (Suz).

750 PROD B: 1. Brian Watkins (Hon); 2. Mark Edwards (Suz); 3. Brian James Honeycutt (Hon); 4. Brian Taylor (Hon); 5. Allen Goodwin (Kaw).

F-2 EX: 1. Lee Acree (Yam); 2. Brian Lantz (Kaw); 3. Scott Brown (Suz); 4. Brian Stokes (Suz); 5. Derek King (Hon).

600 S/BK C: 1. Jep Palmour (Kaw); 2. Charles Gainey Jr. (Hon); 3. Norman Colby (Suz); 4. Colin Crichton (Hon); 5. Brian James Honeycutt (Hon).

H/W TW EX: 1. Mark Phillips (Suz); 2. Stewart Roberts (Hon).

H/W TW NOV: 1. Mike Mashewske (Hon); 2. Jason DiSalvo (Hon); 3. RoDaniel Edwards (Suz); 4. Anna Garrison (Hon); 5. Adam Mashike (Hon).

F-1 EX: 1. Lee Acree (Yam); 2. Mark McDaniel (Suz); 3. Shannon Ball (Yam); 4. Scott Brown (Suz); 5. Derek King (Hon).

F-1 NV: 1. Charles Gainey Jr. (Hon); 2. Todd Alligood (Hon); 3. Mark Edwards (Suz); 4. A.J. Cates (Suz); 5. Michael Bryant Jr. (Suz).

L/W TW EX: 1. John Bellinger (Hon); 2. Mark Morrow (Yam).

L/W TW NOV: 1. Josh Stamey (Hon);2. Anna Garrison (Hon); 3. Adam Mashike (Hon); 4. Jamie Hallman (Hon); 5. Charles McCullough (Duc).

600 S/BK C: 1. Chris Normand (Suz); 2. David Brown (Hon); 3. Shayne Ellis (Suz); 4. Robert Hutcherson (Yam); 5. Allen Brantley (Hon).

750 S/BK B: 1. Jep Palmour (Kaw); 2. Charles Gainey Jr. (Hon); 3. Mark Edwards (Suz); 4. Todd Alligood (Hon); 5. A.J. Cates (Suz).

AMA/NETRA Hare Scrambles Series, Round 4

Dreaded Norton

By Cheri Alix
Photo by Jay Chittenden

FISHOUSE, NY, MAY 17

It's the gnarly track in Fishouse that NETRA riders usually dread, but the AA and Expert riders were forced to dread Valley Motorsports/Yamaha-backed Tom Norton as he took the lead right off the start and never let up to earn his second NETRA Hare Scrambles win of the season.

After years of dwindling attendance, the Central Adirondack Trail Riders (CATRA) made the course easy last year to draw back the riders. This year, the riders were back for the largest turnout in several years, but the track wasn't so rosy anymore. The 6.2-mile course was tight, twisty and rocky, with all the hills added back in. One small swampy section became impassable during the Novice race and was rerouted prior to the Expert start.

Only nine AA riders were lined up on the front row when the flag dropped. Ronnie's Cycles/REP/Moose-backed Todd Levesque got the holeshot, followed by Norton and Putnam's Luke McNeil riding side by side through the first turn. Brian Lawson grabbed the inside, sliding by both riders and taking over second place at the second turn. Patrick Timothy stuffed Norton and McNeil in a wide sweeper, with Norton still coming out in third. McNeil now ran fifth.

UNI/Sunstar/ONE-sponsored Norton moved past Ronnie's Cycles' Lawson at the bottom of the first downhill, moving into second place right behind Levesque. Not half a mile later, Levesque pulled over, allowing Norton to take over first place, and Lawson also caught and passed Levesque. The two switched places several more times before Lawson finally got the jump on Levesque in a rock garden. By the end of the first lap, Levesque had dropped back to fifth place, Norton had the lead with 25 seconds on Timothy, Lawson was in third and McNeil ran fourth.

"I spent the entire second lap riding alone." Norton said, " I was able to pick some awesome lines and avoid some big mudholes. I was trying to increase my time over Timothy, but it was hot and I had to try to pace myself."

By the end of the lap, Norton had increased his lead to 53 seconds over Midtown Kawasaki's Timothy. Levesque was now in third place, just four seconds behind Timothy, while Lawson was back in fourth, with McNeil holding on to fifth.

"It was weird riding alone for the first two laps," Timothy said. "It's hard to really know how hard to push. Levesque caught me at the end of the second lap and we battled back and forth. It got me motivated and I put on the charge. Todd would get by, then I cut him off - I just didn't let up. I finally got in front of him and never heard him again."

The push from Levesque cut Norton's lead at the end of the third lap to just 25 seconds on Timothy. Levesque was still in third place, back another minute. Lawson was in fourth place, back another 1:30, but McNeil was closing from fifth place.

"I can't seem to go fast at the start," McNeil said. "I tried holding it on today but I ended up cementing myself into a tree and decided to just back off. After a few laps, though, I can really pick it up, and I just start picking off places."

As the riders went out for the final lap, it was Norton who was still out in front, with 45 seconds on Timothy. Levesque pulled off on the fourth lap, moving Lawson back into third place at about three minutes behind; McNeil was in fourth place, back another 30 seconds, and Ken Valentine was now in the fifth-place position, down another minute and 30 seconds.

The track was holding up well but the lappers were now becoming a problem. They were obviously getting tired and getting stuck or falling in several of the rutted, muddy sections.

"I had to take several different lines and wait for fallen riders to clear the hills out the last lap, but I still managed to put a considerable amount of time on Timothy," Norton said. "I really had a fun ride. The course was excellent."

Norton took his second win of the season with more than a minute's lead on the second-place finisher, Timothy.

"I had a few crashes on the last lap," Timothy said. "It was almost 'lights out' in one section. I was heading dead center for a tree but was able to catch it at the last second and just graze it instead. It could have been real nasty. I just took it easy around the last section. I was happy with second."

Lawson took third overall, but not without a heated battle with fourth-place finisher McNeil. McNeil caught Lawson on the last lap and the two traded places several times before McNeil got crossed up, allowing Lawson to get away. Incredibly, Lawson had a broken shifter, which left him stuck in third gear, making for a well-earned third-place finish.

(Above) Tom Norton raced uncontested to the win at the grueling CATRA Hare Scrambles. (Right) Jess Berthiaume had a good weekend, winning the Junior Enduro on Saturday and the Junior race on Sunday morning, and then overalling the A classes on Sunday afternoon.

Rounding out the top five for the day was Valentine, coming around just a minute and a half behind McNeil.

The Expert-class overall went to Yamaha of Putnam's Jess Berthiaume. Berthiaume was dead last off the line but managed to pick his way through the pack within a few laps to take over the 200cc A-class lead. By the start of the final lap, he had the overall lead in the Expert class and took the win with more than two minutes on rider Chris Crispin. Crispin took first place in the 200cc Expert class, with Jim Senecal finishing second.

Berthiaume had been on a winning streak all weekend, taking first place on Saturday in the Junior Enduro. He also took first in the Junior Hare Scramble, which was held earlier in the day. Ryan Dellaghelfa finished second, with Justin Tucker taking third for the day.

In the Mini class, it was Scott DeCosta taking the class win with an impressive three-minute lead on second-placed William Rowe. Darren Capote finished third, back another 30 seconds.

The Amateur-class overall went to 250cc rider Joe Senecal. Senecal was the only Amateur rider to complete all of the laps. In the Novice class, which draws the most riders, it was Robert Maxon on his CR125 taking the overall win after three laps of racing. CN

NETRA CATRA Hare Scrambles
Fishouse, New York
Results: May 17, 1998 (Round 4)

GRAND CHAMP: Tom Norton (Yam).
O/A A: Jess Berthiaume (Yam).
O/A B: Joe Senecal (Yam).
O/A C: Robert Maxon (Hon).
AA: 1. Tom Norton (Yam); 2. Patrick Timothy (Kaw); 3. Brian Lawson (Yam); 4. Luke McNeil (Yam); 5. Ken Valentine (KTM).
250 A: 1. D.J. Lis (Hus); 2. Josh Hackett (Hon); 3. Dave Simcock (CRE); 4. Chris Cramer (Kaw); 5. Matt Jalbert (KTM).
200 A: 1. Jesse Berthiaume (Yam); 2. Chris Crispin (Hon); 3. Jim Senecal (Kaw); 4. Bob Santheson (Hon); 5. Drew Carpenter (Suz).
OPEN A: 1. Dan Salomone (KTM); 2. Pete Byrne (Yam); 3. Roger Billharz (KTM).
VET A: 1. Robert Carlson; 2. Marty Mears; 3. Steve Michalski.
SR A: 1. Glenn Dougherty (KTM); 2. Steve Kanya (KTM); 3. Jerry Randall (Yam).
250 B: 1. Joe Senecal (Yam); 2. Josh Beebe (Hon); 3. Lon M. Peters (Suz); 4. Chris Chase (Suz); 5. Larry Silvia (Kaw).
200 B: 1. Keith Callahan (Hon); 2. Todd Santheson (Hon); 3. Mike Peristere (Yam); 4. Charles Hathaway (Hon); 5. Michael Bush (Yam).
OPEN B: 1. James Price (Hon); 2. Casey Griswold (KTM); 3. Bob North (Yam).
VET B: 1. Martin Grill (Yam); 2. Craig Pratt (Suz); 3. Dave Dzenutis (Hon); 4. Art Randolph (Yam); 5. Dale Wager (Yam).
SR B: 1. Chris Fahan (Hon); 2. Robert Larson (Hon).
4-STRK B: 1. Jim Walsh (Suz); 2. Stace Ames (Hon); 3. Brian Sebben (Yam).
S/SR: 1. Frank Wortmann (KTM).
250 C: 1. Richard Tovani (Kaw); 2. Russell Harper (Hus); 3. Eric Poirot (Hon); 4. Robin Allsop (Yam); 5. Eric Kipp (Yam).
125 C: 1. Robert Maxon (Hon); 2. Mark Griffin (Hon); 3. David Corlen (Hon); 4. Jamie Sorel (Kaw); 5. Bill Jolley (KTM).
200 C: 1. Jared Wheelock; 2. Mark White (Kaw); 3. James Menard (Yam); 4. Jeffrey Ducharme (Kaw); 5. Brett Chenail (Kaw).
OPEN C: 1. Stephen Sherman (Hon); 2. Jeffrey Grant (Hon); 3. Thomas Canesi (KTM); 4. Thomas Steward (Hon); 5. Edward Ilves (KTM).
4-STRK C: 1. James Simonds (Hon); 2. Jim Green (Kaw); 3. Robert Laroche (Hon).
VET C: 1. John Hand (KTM); 2. Charles Smith (Kaw); 3. David Heath (Suz); 4. Brian Brewer (Suz); 5. Bruce Cloney (Hon).
SR C: 1. Charles Kennedy (Yam); 2. Carl Carlson (KTM); 3. Dennis Hart (Yam).
JR: 1. Jesse Berthiaume (Yam); 2. Ryan Dellaghelfa (Yam); 3. Justin Tucker (Yam); 4. Derek Waters (Yam); 5. Adam Aborn (Yam).
MINI: 1. Scott DeCosta (Kaw); 2. William Rowe (Kaw); 3. Darren Capote (Kaw); 4. Adam Simcock (Hon); 5. Ryan Sheehan (Hon).
WMN: 1. Heidi Landon (Kaw); 2. Dawn Shayer (Kaw); 3. Dawn Silvia (Kaw).

SERA Enduro Series, Round 5

Waller wins Wiggins

By Tim Roberts

WIGGINS, MS, MAY 3

After taking part of last season off, George Waller Jr. returned to winning form and took the overall win at the Magnolia Classic Enduro. Waller, a seven-time SERA Enduro Champion, put in a strong ride to take the win over his Gas Gas teammate Nolan Knight with a score of 15.

"I only rode two races last year, so I'm just getting back in the groove," Waller said. "I used to start off and be 100 percent right off the bat, and now I'm not getting up to 100 percent until after the gas, but that's going away, so hopefully in the next race or two I'll be 100 percent all day long. Overall, I'm feeling real good and totally competitive."

After campaigning a Team Green Kawasaki for the past six years, Waller switched to the newly formed Gas Gas team for the 1998 season.

"The bike is handling well and I'm feeling at home on the Gas Gas," said Waller.

Waller and his Gas Gas teammates thoroughly trounced the competition, sweeping the top three overall positions as well as collecting the 250cc A and overall A wins.

Finishing second overall with a score of 16 was round-one winner Nolan Knight.

"I had a pretty good ride," Knight said. "I had George (Waller) by a point in the first section and then he got me back at the end. I got screwed up and fell in the last section, where George went two and I went three, and that cost me the race."

Rounding out the top three was defending SERA Enduro Champion Clay Boreing, who was also on a Gas Gas.

The Masterlinks Enduro Team staged the event out of a pecan orchard that functioned as the event campground. The enduro consisted of five test sections, with three shorter tests falling before the main gas stop and two longer test sections finishing the event. The club had taken the time to cut some new connector trails this year, which allowed them to eliminate seven miles of blacktop road. As a result, riders spent most of the 65-mile course in the woods, with very few dirt roads used to connect each section.

Two different types of woods trails are prevalent in southern Mississippi. The first type of trail is usually cut through tree plantations, where trees are lined up in perfect rows and very little underbrush exists. The second type of trail is found in new-growth areas, where so much underbrush exists among the trees that the trail is literally carved out. This makes for a tight, tunnel-type trail that is slow going at best.

The first test section came after seven miles of open trail and dirt roads. Riders were checked into the 18-mph section at 7.2 miles. The terrain that followed was fairly tight, but the slow speed average allowed all AA riders but one to zero the section when they checked out at 11.4. A reset following this check put almost everyone back on time and led to a 3-mile trail ride to the next section.

Gas Gas' George Waller Jr. won the SERA Magnolia Classic Enduro, held in Wiggins, Mississippi, with a 15-point card.

Check number three was found at 17.4 and was the check-in to a 4.3-mile test run at 24 mph. The check-out at 21.7 miles was an emergency check and started to sort out the AA field, based on tie-breaker points. KTM rider David Bragg bested all comers with a perfect 0:30 (0/0). Boreing followed closely with 0/1, Knight went 0/6, Waller ended up at 0/7, and Allen Nicholas came in with an 0/12. Another reset was used shortly after this section to allow for a gas available located at 22.3. A 12-minute reset and a short trail ride led to a going-in check at 34.6 miles. Once again, the speed average was bumped back up to 24 mph, just to make things interesting. A variety of both tight and open trails culminated in another tie-breaker check at 40.6. This time, Knight had the time to beat, with a 2/105. All other contenders dropped three points to finish the morning loop.

The C class and special classes (women and kids) were cut off at the main gas located at 44.0 miles. At the halfway point, Knight had a two-point card, while Waller, Boreing, Bragg, Nicholas and 250cc A-class rider Nathan Knight (Nolan's younger brother) all trailed with threes.

Free time was allotted after the gas to allow riders to negotiate the four miles of tight virgin trail used to eliminate the roads. This transport section led riders out to the tightest section of the day. A restart was used at 60.0 miles to ensure that no one went into the section hot. The 10 miles of tight trail that followed turned out to be the toughest test of the day. The third and final emergency check was located at 70.0. This time it was Waller who set the fastest time with a7/428 coming out of the section. Nolan Knight, Boreing, Bragg and Nathan Knight all dropped eight in this test. Waller's seven in this section put him even with Knight at 10 points each. A couple of short resets allowed the top riders to catch a quick breather while most of the slower riders rode through at least one if not both of the resets. Another restart at 81.6 miles kicked off the longest and final test of the day.

This section consisted of approximately 12 miles of moderately tight trail, run at 24 mph. It was in this section that the club placed two observation checks to discourage course cutting and a secret check prior to the known-control finish at 93.7 miles. The secret check was found 7.8 miles into the section and some probably thought that this was the end of the competition. The real finish, however, was the final check another 4.3 miles down the trail. Waller took the event win by setting the fast time through the final section with a two at the secret check and a three at the finish. Knight followed with a 3-3; Boreing and Bragg both went 3-4, while Nicholas and Nathan Knight both finished up with 3-5 at the final two checks, respectively.

When all the scores were calculated and posted, Waller had taken the win by a full minute. Knight sat firmly in second with 16. Boreing and Bragg both carded 18s to finish third and fourth, respectively, with Boreing getting the edge on tie-breaker points. KTM rider Allen Nicholas rounded out the top five with a 20. Nathan Knight also posted a 20 to finish eighth overall, first 250cc A, and collect overall A honors as well.

Magnolia Classic Enduro
Wiggins, Mississippi
Results: May 3, 1998 (Round 5)

O/A: George Waller Jr. (G-G).
O/A A: Nathan Knight (G-G).
O/A B: Chris McMillan (Suz).
O/A C: Andrew Dressel (Hon).
AA: 1. George Waller Jr. (G-G); 2. Nolan Knight (G-G); 3. Clay Boreing (G-G); 4. David Bragg (KTM); 5. Allen Nicholas (KTM).
200 A: 1. Wyles Griffith (KTM); 2. Blake Plonsky (Suz); 3. Colin Joachim (Kaw); 4. Richard Ford (KTM); 5. Matt Joachim (Yam).
250 A: 1. Nathan Knight (G-G); 2. Peter Bordes (Kaw); 3. Brian Hudson (Yam); 4. Kevin Hutchinson (Kaw); 5. Travis Hayes (KTM).
OPEN A: 1. Dwight Rudder (Hon); 2. Greg Petterson (Suz); 3. Bob Sills (KTM).
4-STRK A: 1. Roger Crow (Yam); 2. Frank Nuggent (Hon); 3. Brad Belcher (Hon); 4. Bill Porter (Yam); 5. Doug McKee (Hon).
INT A: 1. Kelly Christ (Kaw); 2. Mike Ledingham (KTM); 3. Jimmy Ward (Yam); 4. Michael Barton (Kaw); 5. John DeLee (Yam).
MSTR A: 1. Don Knight (G-G); 2. Barrett Bordes (Kaw); 3. John Burgard Sr. (KTM); 4. Chuck Elam (Hon).
SR A: 1. Gary Goff (TM); 2. David Jumonville (Kaw); 3. Bob Schlemmer (Kaw); 4. Wesley King (Kaw); 5. Fred Pittman (Yam).
S/SR A: 1. John Wade (KTM); 2. Van Fagan (Yam); 3. Ronald Walters (Suz); 4. Philip McMillan (Suz); 5. John Boreing (G-G).
VET A: 1. Jody Patterson (G-G); 2. Mike Barnes (KTM); 3. Ronald Roberson Jr. (Kaw); 4. Arnold DeLee (Hon); 5. John Manning (Kaw).
200 B: 1. Carsten Cagle (Kaw); 2. Robert Clark (KTM); 3. Derrick Thiele (KTM); 4. Chad Belcher (KTM); 5. Tim Roberts (Kaw).
250 B: 1. Chris McMillan (Suz); 2. Lucas Comeaux (Suz); 3. Reese Comeaux (Kaw); 4. Thomas Brooks (Kaw); 5. Sam McClure.
4-STRK B: 1. Kenneth Thomas (Hon); 2. Greg Wood (Hon); 3. Rob Roberts (Yam); 4. Andy Jelks (Hon); 5. John Reed (Hon).
INT B: 1. Robert Morris (G-G); 2. David Jones (KTM).
MSTR B: 1. Ray Melton (G-G); 2. John Friedlie; 3. Robert Williams (KTM); 4. Don Olivier (Suz); 5. Benny Weathers (Suz).
OPEN B: 1. Robert Cowles (KTM); 2. Jeremy Williams (Kaw); 3. Wayne Briske (KTM).
SR B: 1. Tom Saunders (Hon); 2. Blaine Sills (Yam); 3. Johnny Craft (KTM); 4. Royce Guidry (Kaw); 5. Charles Roberts (KTM).
S/SR B: 1. Neal Cagle (TM); 2. Roscoe Dean; 3. Mike Duvieilh (Hon); 4. Randy Parke (Suz).
VET B: 1. Ken Potts (Hon); 2. Bo Fletcher (Yam); 3. Jody Martin (Kaw); 4. Arthur Jeffery (KTM).
200 C: 1. Ryan Cave (Yam); 2. David Dekerlegand (KTM); 3. Emery Roberson (Kaw); 4. Michael Stokely; 5. Daniel Muse (Kaw).
OPEN C: 1. Jeremy Bordes (Kaw); 2. Josh Gibson (KTM); 3. David Tanner (Kaw); 4. Blain Williams (Kaw); 5. T.D. Davis.
INT C: 1. Andrew Dressel (Hon); 2. Russel Brown (Suz); 3. Keith Hinsen (Kaw); 4. Glen Green (Suz); 5. Edmund Merrington (Kaw).
SR C: 1. Rick Luedtke (Kaw); 2. Jeff Benson (KTM); 3. Buford Perry (KTM); 4. James Irwin (Kaw); 5. James Morris (G-G).
JR 100: 1. Ross Porter (Kaw); 2. Josh Miller (Kaw); 3. Jeff Parke (Suz); 4. Chase Brown (Kaw); 5. T.C. Lightsey (Kaw).
JR OPEN: 1. Wesley Porter (Yam); 2. Gabe Craft (Yam); 3. Kenneth Miller Jr. (KTM); 4. Jody Thornton (Yam); 5. Trey Cail (Hon).
WMN: 1. Karen Kemp (Kaw); 2. Christy Black (Hon).
KIDS (4-7): 1. Eric Bowen; 2. Dalton Little; 3. Rusty Cooper.
KIDS (7-9): 1. Alan Bragg; 2. Dawson DeLee; 3. Corey Creed.
KIDS (10-11): 1. Jeff Parke; 2. Daniel McKee; 3. Dustin Stevens.

30th annual Hangtown Classic Sportsman MX

The Classic

By Bill Spencer

FOLSOM, CA, MAY 15-16

With more than 600 riders in attendance for the Sportsman portion of the Dirt Diggers North Motorcycle Club's Hangtown Classic AMA National Motocross, it took nearly two days to get the 40 motos run. One of the big winners of the weekend was Ryan Morais, who won the 80cc B class with large margins of victory in both motos.

"I like the track - it's heavy and plenty hard to ride, but it's Hangtown," stated the 15-year-old Turlock High sophomore, who rides a factory-supported Yamaha and will spend part of his summer racing in South Africa. Morais was chased by Steve Mertens Jr., whose uncle, Jim, was formerly a nationally ranked dirt tracker.

At the other end of the spectrum, Dave Coupé, 38, a former Pro and current promoter, won the Vet A division and also entered the Over 25 class just so there would be a full class. Jeff Watts followed Coupé home in both Vet A motos, with Sean Conley third over Darryl Willis and Jimmy Robertson. In the Over 25 A class, Coupé didn't win but celebrated his AMA life membership in style by racing with the Junior Vets.

In the Over 25 A class, Eric Ducray beat out Mat Bateman and Dustin Ludnee, while it was Brian Tonline taking the Over 25 B class with a 2-1 over Monty Ware's 1-2. Aaron Mattson was third with a pair of threes.

Zeb Armstrong won both races in the Four-Stroke B class, but it was Ware who picked up another trophy in second over Phil Segundo. Former Class A speedway ace "Hot Licks" Bobby Hicks swept both motos of the Four-Stroke C class on his Honda, with Dave Lippert (3-2) edging out Greg Lepesh (2-3) for second.

Armstrong made it four for four by winning the 250cc B division over Craig Truglio (3-5) and Jeremiah Israel (5-2), who had a great second moto.

James Dickman drove down from Post Falls, Idaho, to race the Vet C division and got around early traffic for the overall with a 1-2 score. David Harvey took second with 4-1 endeavors over Ryan Wann (5-3), Bill Collins (3-5) and Kevin Felkins.

Larry LaFrance won the first Vet C division with a pair of wins over Troy Arnold, who went 2-2. Alex Schon of Clackamas, Oregon, put together a (4-1) effort to win the second division of Vet C riders, beating out Dereck Cole (3-2) and Paul Hart (3-4).

Michael Young (1-2) split moto wins with Nathan Tiearney (3-1) in the 125cc B class (Division 1), but Young scored better in the other moto to take the class win. Tiearney lost out for second in the first round to Carl Baker, while Baker could only mount a 2-4 score for third. In rather unfortunate news, racer Danny Ornelas was severely injured in the first moto and remains hospitalized with spinal injuries.

Gary Dunn landed the win in the first of three 250cc C divisions with a fine 1-2 on his Kawasaki, followed by David Harvey (2-3) and Jamey Parker (6-1), also mounted on Kawis. Michael Miyamura showed up for the first round of the second division of 250cc C riders on a 125 and was promptly black-flagged. James Dickman took the win with consistent 2-2 scores over Michael Gorda Jr. (4-1) and Kelly Quinn (1-4).

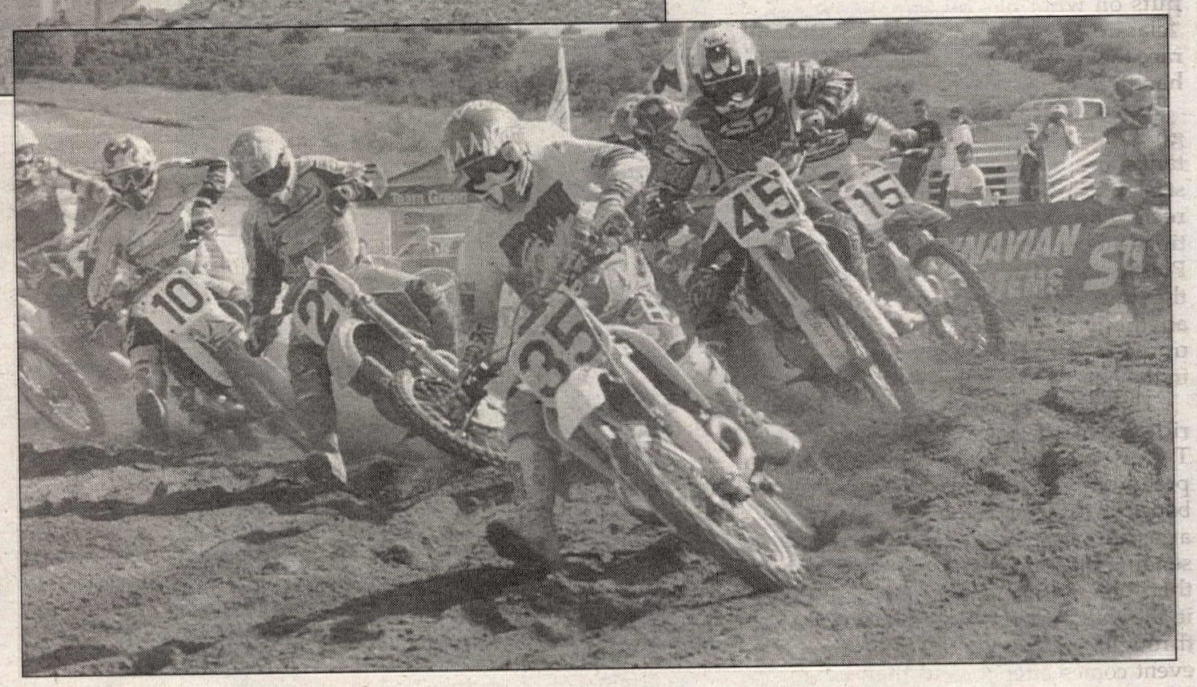
Also demanding three separate divisions due to a larger rider turnout was the 125cc C class. Evan Laughridge took the win in the first division with a 2-1 on his RM, while Jesse Ketcham took a close second with a 1-2 over Kurt Long, Chris McAvoy and Adam Baca. Scott Grosser won both motos of the second division over Josh Watt (2-4) and Mark Verhoughstrate (8-2). Tommy Jean sat atop the third division with a (3-1), followed by Chris Dias (1-3) and Ben Weisenberg (6-2).

Ron Rudi won the large Senior C class with two moto wins over the consistent Greg Muscatel (2-2) and Avery Mark (3-3). Randy Newton and George Stephenson II rounded out the top five overall.

Fred Vertucci made the journey all the way out west from Kutztown, Pennsylvania, worthwhile by winning the Senior A event over Willie Kennedy and Robert Hansen. Lee Miller was tops in the Senior B class, but Miller is really a Super Senior (Over 50), and he beat out the "kids" that included Rick Falconer and Al McGehee. CN

Hangtown Classic Sportsman MX
Folsom, California
Results: May 15-16, 1998

250 D D-1: 1. Gary Dunn (Kaw) (1-2); 2. David Harvey (Kaw) (2-3); 3. Jamay Parker (Kaw) (6-1).
250 D-2: 1. James Dickman (Hon) (2-2); 2. Michael Gorda Jr. (Hon) (4-1); 3. Kelly Quinn (Suz) (1-4).
4-STRK B: 1. Zeb Armstrong (Yam) (1-1); 2. Monty Ware (Yam) (3-2); 3. Phil Segundo (Yam) (2-4).
4-STRK C: 1. Bob Hicks (Hon) (1-1); 2. Dave Lippert (Yam) (3-2); 3. Greg Lepesh (Yam) (2-3).
125 C D-1: 1. Even Laughridge (Suz) (2-1); 2. Jesse Ketcham (Suz) (1-2); 3. Kurt Long (Hon) (3-3).
125 C D-2: 1. Scott Grosser (Suz) (1-1); 2. Josh Watt (Suz) (2-4); 3. Mark Verhoughstrate (Suz) (8-2).
125 C D-3: 1. Tomy Jean (Yam) (3-1); 2. Chris Dias (Yam) (1-3); 3. Ben Weisenberg (Yam) (6-2).
25+ C: 1. Troy Arnold (Hon); 2. John Moore (Kaw) (2-3); 3. Greg Lepesh (Yam) (3-6).
OPEN C: 1. Sean Rose (Hon) (1-1); 2. Phil Rose (Hon) (2-2); 3. Paul Hart (Hon) (3-3).
SR C: 1. Ron Rudi (Suz) (1-1); 2. Greg Muscatel (Yam) (2-2); 3. Mark Avery (Suz) (3-3).
80 B: 1. Ryan Morais (Yam) (1-1); 2. Steve Mertens Jr. (Yam) (2-2); 3. Robert Harold (Yam) (3-3).
80 C: 1. Adam Kowalczyk (Suz) (3-1); 2. Vince Blair (Hon) (1-3); 3. David Mowery (Kaw) (5-2).
80 C D-2: 1. Jack Van Camp (Suz) (1-1); 2. Cory McDaniel (Yam) (4-3); 3. Kyle Rytter (Hon) (3-4).
VET C D-1: 1. James Dickman (Hon) (1-2); 2. David Harvey (Kaw) (4-1); 3. Ryan Wann (Suz) (5-3).
VET C D-2: 1. Larry LaFrance (Hon) (1-1); 2. Troy Arnold (Hon) (2-2); 3. Lars Burnside Jr. (Hon) (3-3).
VET C D-3: 1. Alex Schon (Hon) (4-1); 2. Dereck Cole (Hon) (2-3); 3. Paul Hart (Hon) (3-4).
250 C D-3: 1. Doug Schmid (Hon) (1-1); 2. Alex Schon (Hon) (3-2); 3. Mike Segundo (Hon) (2-3).
250 B: 1. Zeb Armstrong (Yam) (1-1); 2. Craig Truglio (Kaw) (3-3); 3. Jeremiah Israel (Yam) (5-2).
OPEN B: 1. Beau Baron (Yam) (1-1); 2. Aaron Mattson (Hon) (2-2); 3. Gary Plaatje (Hon) (3-3).
SR A: 1. Fred Vertucci (Suz) (1-1); 2. Willie Kennedy (Hon) (2-2); 3. Robert Hansen (Suz) (5-3).
S/SR B: 1. Lee Miller (Hon) (2-1); 2. Rick Falconer (Kaw) (3-2); 3. Alan McGehee (Yam) (4-3).
125 B D-1: 1. Beau Baron (Yam) (2-3); 2. Derek Mahoney (Yam) (4-2); 3. Mike Mason (Suz) (3-5).
VET B: 1. Tod Sciacqua (Kaw) (1-1); 2. Ken McKenzie (Kaw) (2-4); 3. Ted Harry (Kaw) (6-2).
125 B D-2: 1. Michael Young (Yam) (12); 2. Nathan Tiearney (Suz) (3-1); 3. Carl Baker (Kaw) (2-4).
VET A: 1. Dave Coupé (Suz) (1-1); 2. Jeff Watts (Suz) (2-2); 3. Sean Conley (Kaw) (3-3).
25+ A: 1. Eric Ducray (Yam) (1-1); 2. Mat Bateman (Suz) (2-2); 3. Dustin Lundee (Suz) (3-3).
25+ B 1. Brain Toline (Suz) (2-1); 2. Monty Ware (Yam) (1-2); 3. Aaron Mattson (Yam) (3-3).



(Above) Ryan Morais turned in a 1-1 performance to win the 80cc B class at the Hangtown Classic Sportsman Motocross, held in Folsom, California. (Right) Kevin Felkins (35) grabs the holeshot, but it was James Dickman (45) who topped the Vet C class over David Harvey (21), Ryan Wann (10), Bill Collins (hidden) and Felkins in fifth at the Hangtown Classic Sportsman MX.

SERA Enduro Series, Round 16

Ramey III

By Kenneth King

CLANTON, AL, APR. 26

KTM's Franklin Ramey III took his third win in a row in the SERA Enduro series as it made its stop on the tight and technical trails outside of Clanton. Ramey claimed the overall in the Clanton Track and Trail M/C club-promoted event after a tight battle with rival Allen Gravitt and 250cc A rider Jason Chancey. Ramey and Gravitt matched scores all day - both riders finishing the event with a nine - but Ramey getting the edge on the tie breaker. The win moves Ramey a step closer to taking the series championship in his battle with Gravitt.

"This was a tight, tough enduro," Ramey said. "I think I might have gotten in third gear a few times - it was technical. I had a good day and my bike worked well."

"It was a tough race, a good race," Gravitt said. "I made some mistakes here and there. Me and Franklin should have dropped about two points less than what we did. We were both hitting the clocks just a few seconds off."

Chancey finished third overall on a score of 10, which was also good enough to net him High Point A honors.

The first section of trail on the technical 53-mile course was close to 8 miles long, with first a 12- and then an 18-mph speed average. The trail was tight and rooty and Ramey came into check two with a 2:00.

"I had bad luck with the clocks all day, it seems like I missed the checks by a second or two at each one," Ramey said.

Gravitt dropped a 2:09 after getting stuck behind a stalled rider, while a not-yet-warmed-up Chancey came through with a 2:21 after falling a few times.

SERA AA rider George Waller burned the check by two minutes, pretty much ending his chance at the overall win.

There was a restart at the 14-mile mark leading to the second section: almost 10 miles of long, tight, nasty trail, with a speed average of 18 mph. Ramey, Gravitt and Chancey each dropped three points, and Waller dropped five. The section ended at the gas stop where the club gave the riders a nice reset.

The second half of the race was the first loop run again, but with a new section of trail that made the loop 31 miles, 10 more than before. Check five, a going-in check to the first section after the gas, was thrown out due to a clock error. This really didn't affect the riders any as the coming-out check was found to be okay. The trial was the same eight miles run earlier, but the times were faster. Ramey ended up with a 1:23, Gravitt a 1:35, Waller a 1:43 and Chancey a 1:59.

A reset followed, then a restart to the next woods section with some easier, faster trails featuring an 18-mph average. Check eight was a tie breaker and Ramey came out with a 0:28, Gravitt with a 0:29, Waller a 0:29 and Chancey a 0:03.

After another reset came the final section of the day, some 11.5 miles of fresh, supertight trail with a 20-mph average. This section, described as "nasty" by Ramey, took its toll. Ramey, Gravitt and Waller each lost three points, and Chancey, who wrapped up the SETRA overall A honors for the year with his finish, dropped four points.

In the end, it came down to the two SETRA riders, Ramey edging Gravitt by a second or two for the win, his seventh overall this season. CN

SERA Enduro Series
Clanton, Alabama
Results: April 26, 1998 (Round 16)

O/A: Franklin Ramey III.
AA: 1. A. Gravitt; 2. G. Waller.
OPEN A: 1. D. Rudder; 2. S. Hardeman; 3. S. Riebow.
250 A: 1. J. Chancey; 2. J. Collins; 3. D. Baxley.
200 A: 1. T. Veator; 2. M. Joachim; 3. B. Bronsky.
OPEN B: 1. J. Rowland; 2. R. Cowles; 3. J. Waite.
250 B: 1. C. McMillan; 2. L. Engle; 3. D. Brewer.
200 B: 1. C. Cook; 2. C. Cagle; 3. J. Russell.
OPEN C: 1. S. Presnell; 2. B. Thompson; 3. J. Gibson.
250 C: 1. J. Coggins; 2. W. Vinyard; 3. R. Easter.
200 C: 1. R. Cave; 2. S. Moody; 3. D. DeKerlegand.
4-STRK A: 1. M. Pruett; 2. J. Harris; 3. F. Anello.
4-STRK B: 1. R. Roberts; 2. P. Gibbons; 3. K. Thomas.
4-STRK C: 1. N. Johnson; 2. D. Atchison; 3. K. Bowman.
VET A: 1. M. McRee; 2. J. McCoy; 3. B. Waldrop.
VET B: 1. R. Morabito; 2. W. Cagle; 3. T. Atkins.
VET C: 1. A. Dean; 2. G. Bridges; 3. T. Farmer.
SR A: 1. G. Barr; 2. J. Royal; 3. G. Goff.
SR B: 1. B. Spires; 2. T. Saunders; 3. T. Craft.
SR C: 1. J. Irwin; 2. G. Gresham; 3. J. West.
S/SR A: 1. D. Moody; 2. J. Kealey; 3. J. Wade.
S/SR B: 1. P. Golden; 2. L. McLellen; 3. L. Parker.
S/SR C: 1. D. Heath; 2. K. Lauer.
INT A: 1. J. Ward; 2. G. Hunt; 3. M. Ledingham.
INT B: 1. R. Morris; 2. J. Deerman.
INT C: 1. A. Dresell; 2. T. Gilmore; 3. T. Lovett.
MSTR A: 1. J. Parker; 2. J. Vanseeters; 3. C. Elam.
MSTR B: 1. M. Thompson; 2. R. Melton; 3. S. Chancey.
MSTR C: 1. F. Campbell; 2. P. McDonald; 3. S. Shaw.
GLDN MSTR: 1. E. Knights; 2. J. Bransford; 3. T. Barr.
JR OPEN: 1. G. Craft; 2. A. Zeird; 3. M. Frazer.
JR 100: 1. J. Miller; 2. J. Parker; 3. C. Singley.
WMN: 1. S. Heath; 2. E. Nobles; 3. C. Beck.

Costa Mesa Speedway

McConnell marathon man

By Elaine Jones
Photos by Mike Basso

(Left) Shawn McConnell (left) passed Jason Chism (center) in the closing stages of the race to win the 25-lap Classic at Costa Mesa Speedway. Brad Oxley (right) came from the 80-yard line to finish second.
(Below) Joe Winston was all smiles after winning the crash-shortened 12-lap Support race.

COSTA MESA, CA, MAY 16

Shawn "Mad Dog" McConnell had the speed and the endurance to win the biggest race of the evening at the Orange County Fairgrounds. So what's the big deal?

Every season, Costa Mesa Speedway puts on what has become known as a "classic" - a marathon of a speedway race that runs 25 laps, with 12 riders in a handicap format.

Speedway bikes aren't designed to go 25 laps, what with their little fuel tanks and, in many cases, oil that goes straight through the motor and does not recirculate. Some interesting modifications are made to get these bikes ready: Plastic bottles filled with oil attached to the frame, gas tanks taped together, and anything else the human mind can come up with are strapped onto the machine in the hope that it will go the distance.

That takes care of the bike, but the rider is the biggest factor in this race. Twenty-five laps on a speedway bike is pretty intense, and the guy riding it had better be in good shape. After eight laps, arms are pumped up and the right leg is sending major pain messages to the brain that "enough is enough." As athletes put it, the wall has been hit, and if you can go through, you have a chance. The main event comes after three rounds of qualifying, so a full night of racing has pretty much already been done. And after all was said and done, it was McConnell, a Costa Mesa veteran, who grabbed the lead away from a fading Jason Chism and then led two other vets, "Rad" Brad Oxley and Bobby "Boogaloo" Schwartz, to the flag to claim the win.

The pipe that lines the infield was pulled in to make the track bigger for the larger-than-usual field in the hope that it would be more conducive to passing. After the three qualifying rounds and one tie-breaker event to set the field, the main-event lineup was complete. Charlie Cooley set up on the 20-yard line, with Chism, Randy DiFrancesco and Paul Colston sharing the 30. Andy Northrup, "Fast" Eddie Castro and Gary Ackroyd had the 40-yard line staked out. McConnell had sole run of the 50. The 60 held Chris Manchester and Schwartz; Gary Hicks was also scheduled to start on the 60, but on advice from the ambulance crew after he had taken a tumble earlier, he chose not to run. Oxley, a three-time winner of this event, was lined up on the 80.

DiFrancesco and Ackroyd tangled in the first turn as the race got under way. The red flag came out and, after bikes and bodies were untangled, DiFrancesco was out - not for causing the red, but for having his pit crew come over the wall. In this event, no pit crew can come on the track for any reason. The rider has to do everything on his own. This was discussed at the riders' meeting and stressed. DiFrancesco argued the point, but the ref held firm.

On the restart, it was Cooley, from the low yardage, who took the lead. It was short-lived, as Chism ran him down by the third lap. Chism then started putting a whole lot of daylight between himself and the rest of the field, and he looked to have the win in the bag. It seemed that there would just be a question of who was going to finish second.

But from the long yardage, the big boys were on the move, and McConnell was within striking distance as he ran fourth, behind Ackroyd, but in front of Manchester, Oxley and Northrup. There was still a whole lot of race left when Schwartz started putting himself into contention. He slowly picked his way through traffic, moving into the seventh slot at the end of lap six.

Then, at the front of the pack, it all fell apart for Chism on the 17th lap.

"I saw McConnell next to me and I just didn't have any more fight," Chism said. McConnell took over the lead, with Oxley and Schwartz going with him in the second and third spots. Manchester moved into the fourth on the 21st lap.

There was a very scary moment on the 23rd lap when Northrup's front suspension snapped as he went into the first turn. The forks bottomed out, and he was spit over the handlebars. Luckily, he was unhurt, but the suspension was toast.

As the laps wound down, Oxley gave it everything he had to get that fourth win, but it was McConnell who was the spoiler. Both riders used the low line, so it was easier for McConnell to keep Oxley at bay. In the end, the "veterans" showed the "young'ns" how it's done. McConnell (39), Oxley (37) and Schwartz (41) picked up the top three spots. "The Kid" (Manchester) was fourth, with Castro and Ackroyd fifth and sixth. Chism, who did such a great job for most of the race, finished seventh.

The Support class ran a 12-lap main, which was cut short on the ninth lap when several riders tangled. Joe Winston came from low yardage and led from the start. He was still there when the red came out. Robbie Saur came through traffic from the 50 to pick up the second spot, with Tom Buckingham coming away from the 20 to land the show money.

John Vandermeulen topped Greg Starcevic and Mark Prentice to win the Support B main. CN

Orange County Fairgrounds
Costa Mesa, California
Results: May 16, 1998

25-LAP CLSSC: 1. Shawn McConnell (GM); 2. Brad Oxley (Wes); 3. Bobby Schwartz (GM); 4, Chris Manchester (Jaw); 5. Ed Castro (Jaw); 6. Gary Ackroyd (Jaw); 7. Jason Chism (Jaw); 8. Paul Colston (Jaw); 9. Andy Northrup (Jaw); 10. Charlie Cooley (Wes); 11. Randy DiFrancesco (Jaw).

12-LAP SUP: 1. Joe Winston (Wes); 2. Robbie Saur (Jaw); 3. Tom Buckingham (Wes); 4. Bryan Thompson (Jaw); 5. Mark Adams (Jaw); 6. Randy Skinner (Jaw); 7. Tom Wetzel (Jaw); 8. Bill Green (Wes); 9. Marvin Sonnier (Jaw).

SUP B: 1. John Vandermeulen (Wes); 2. Greg Starcevic (Jaw); 3. Mark Prentice (Jaw); 4. Mike Boyle (Jaw).

AHRMA National Dirt Track Series, Round 5

Old bones

By Margie Siegal
Photos by Sue Christian

HANFORD, CA, MAY 16

Tom Horton and Gary Davis spent most of their time sitting down at the fifth round of the Classic Bike Magazine/American Historic Racing Motorcycle Association's National Dirt Track Series. Both stood up just long enough to get their trophies for one event before sitting back down on the motorcycle they were to ride for the next event.

The third running of the Hanford Vintage Race was sponsored by Vintage Cycle Promotions in conjunction with a vintage show and swap meet. The evening was highlighted for the large, boisterous crowd by a special event: exhibition laps by a 1975 TZ750 Yamaha once ridden by Kenny Roberts.

Before the heat races, the 3/8-mile track was a little rough, but by the time the first main event for the Over 35 class was staged, there was a narrow blue groove and the track kept getting better all night. Triumph-riding Horton led the way past the checkered flag, with Yamaha rider Matt Rohr a close second and Bultaco rider Jeff Lessley a distant third.

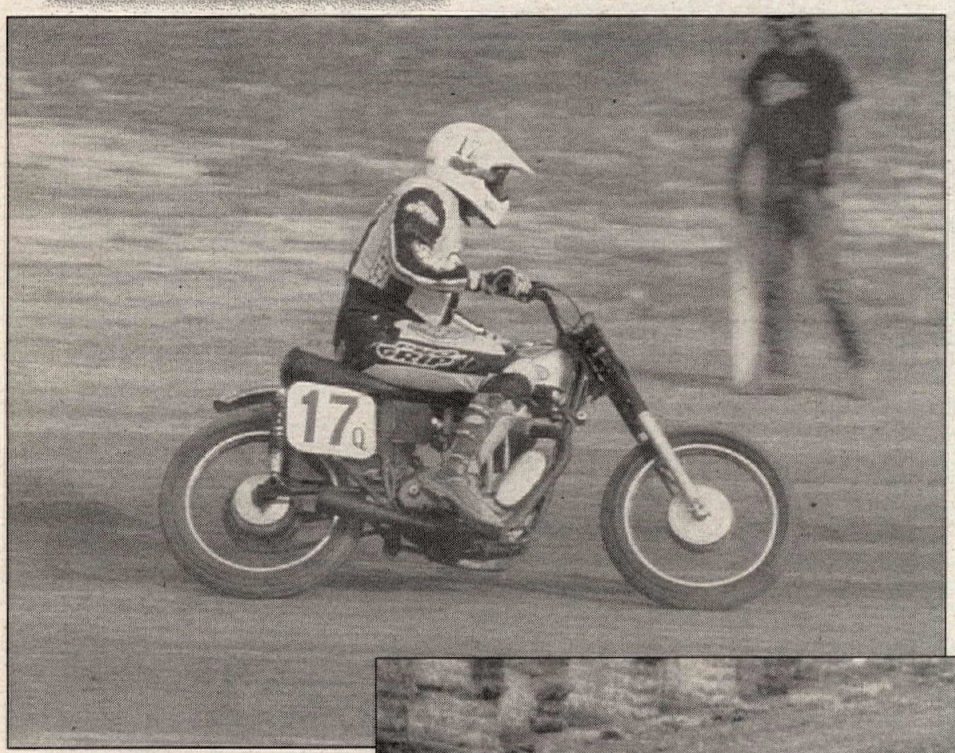
BSA rider Mike Van Lienden got the jump in the Over 50 Senior event and Mickey Alonzo, on a Triumph, came from behind to take the second spot over J. Richard Brewer in third.

The crowd-pleasing Dinosaur event (for 1951-and-earlier machines) started with Horton, this time on a 1951 Triumph, leading the pack - but it was short-lived, as he was passed on the second lap by Davis on another 1951 Triumph. Meanwhile, Adam Sabedra, on a 1949 Ariel, gathered steam and took over the lead on the fourth lap. The announcer timed the bikes at 60 mph as they thundered around the track with Davis consistently going high and Horton going low. The low line was the right line and Horton took the flag, with Sabedra second and Davis third.

The Novice Vintage 250cc-class winner was Yamaha-mounted Marc Lyons. The 250cc Classic class featured a gaggle of Harley Aermacchis, but a Bultaco ridden by A. Maurice Ortega took the win. Horton and his Suzuki took second and Jim McMurren (Harley Aermacchi Sprint) took third.

The Novice Vintage 600cc-class win was taken by Cory Schmuck, riding a 1974 Honda. A 1964 Triumph took Dave Maxwell to the win in the Novice Vintage 750cc class. One of the bigger classes of the evening, the Classic 500s, was led from start to finish by Allon McRei, riding a 1951 Triumph, with BSA pilot Davis second.

Davis, changing to a Triumph, started in the lead in the Classic Open class, but he developed a mechanical problem halfway through and fell back. Fellow Triumph rider Herbert Wolff took the win, with Davis just behind, smoking badly.



(Above) Herbert Wolff raced to the win in the Classic Open race on his Triumph at the AHRMA Dirt Track National at Kings County Speedway in Hanford, California. (Right) Allon McRei (3X) rode his Triumph to the win in the Classic 500cc division at the AHRMA Dirt Track National in Hanford, California. Chris Rudy (87M) finished third, behind Gary Davis (not pictured).

Next up was the AMA Bomber class, for machinery built between 1975 and 1980, and Herman led from flag to flag. The fight was for second, with Norton-mounted Jim Movegun beating out Richard Tunsco and his Suzuki.

The third and largest 250cc class took the track next, with Can-Am pilot Kenn Netto, Horton (on a Yamaha this time), and Bultaco rider Brad Holt disputing the lead through all 10 laps. Holt finished ahead of Horton by a wheel, with Netto breathing down Horton's neck.

Cheers greeted the two bikes that made the start for the new Handshift class. The Harley ridden by Ron Brown beat Kenny Reme's Indian, much to the disappointment of the many Indian supporters in the stands.

Another large class, the Sportsman Vintage 600cc division, was won by Brad Holt's Bultaco, leading Brad Spenser's Honda all the way.

The promise of the $1500 in prize money in the 600cc Pro class brought down the young lions from the Lodi Cycle Bowl. Rotax rider Paul Iwanaga was ahead on the jump, but was soon challenged by Husaberg handler Rob Damron, Rotax wrangler Toby Jorgensen and ATK operator A.J. Herrera (ATK). Damron took the lead on the seventh lap and wheelied across the finish line, pursued by Iwanaga and Jorgensen.

The last race of the night was Sportsman 750s, the fastest vintage class. Yamaha-mounted Horton took the lead, only to lose it to a charging Jeff Johnson on a Triumph. After a midpack start, Ron Brown found the ponies to move into third on his Trackmaster Triumph, challenge Horton and take over second on the sixth lap. Horton took third, despite a challenge from Davis. CN

Kings County Speedway
Hanford, California
Results: May 16, 1998 (Round 5)

SPTSMN VINT 250: 1. Brad Holt (Bul); 2. Tom Horton (Yam); 3. Kenn Netto (C-A); 4. Jeff Lessley (Bul); 5. Don Frauenberger (Yam).
SPTSMN VINT 600: 1. Brad Holt (Bul); 2. Brad Spencer (Hon); 3. Tom Horton (Hon); 4. Jessee Kreyling (Hon); 5. A. Maurice Ortega (Bul).
SPTSMN VINT 750: 1. Jeff Johnson (Tri); 2. Ron Brown (Tri); 3. Tom Horton (Yam); 4. Gary Davis (Tri); 5. Mike Van Lienden (BSA).
VET: 1. Tom Horton (Tri); 2. Matt Rohr (Yam); 3. Jeff Lessley (Bul); 4. Jessee Kreyling (Hon); 5. Steve Brown (Yam).
SR: 1. Mike Van Lienden (BSA); 2. Micky Alonzo (Tri); 3. J. Richard Brewer (BSA); 4. Herbert Wolff (Tri); 5. Danny Smart (Tri).
NOV VINT 250: 1. Mike Lessley (Hon); 2. Joe Hoogerhyde (Bul); 3. Marc Lyons (Yam); 4. Scott Showe (Hon).
NOV VINT 600: 1. Cory Schmuck (Hon); 2. Hank Cosio (BSA); 3. Greg Warrington (Hon); 4. Mike Hunt (BSA); 5. Jim Grant (Yam).
NOV VINT 750: 1. Bob Waller (Tri); 2. Dave Maxwell (Tri); 3. Pete Bennett (Tri).
DINO: 1. Tom Horton (Tri); 2. Adam Sabedra (Ari); 3. Gary Davis (Tri); 4. Gordon Menzie (R-E); 5. David Duvarney (Ind).
CLSSC 250: 1. Maurice Ortega (Bul); 2. Tom Horton (Suz); 3. Jim McMurren (H-D); 4. Rich Trait (Oss); 5. Carl Forkey (H-D).
CLSSC 500: 1. Allon McRei (Tri); 2. Gary Davis (BSA); 3. Chris Rudy (H-D).
CLSSC OPEN: 1. Herbert Wolff (Tri); 2. Gary Davis (Tri); 3. Daryl Foster (BSA); 4. Matt Campbell (Tri).
BMBR OPEN: 1. Paul Herman (Yam); 2. Jim Movegun (Nor); 3. Richard A. Tunsco (Suz); 4. Ron Hinton (Yam); 5. Kevin Jones (Yam).
HNDSHFT: 1. Ron Brown (H-D); 2. Kenny Reno (Ind).
600 PRO: 1. Robert Damron (Hbg); 2. Paul Iwanaga (Rtx); 3. Toby Jorgensen (Rtx); 4. A.J. Herrera (ATK); 5. Ronnie Reimer (Hon).

Bault goes berserk at Albany Supercross

By Clay Light

ALBANY, OR, APR. 26
Kawasaki rider Rick Bault made his debut in the Over 40 Pro class a successful one by going berserk in both motos to come from behind and win at the CMC-sanctioned round of the Albany Supercross Series.

Bault was the recipient of midpack starts in both of the combined Over 40 Pro/Intermediate/Junior-class motos, but forged ahead of fellow KX pilot Jerry Ebert to earn the win in his class debut after turning 40 just days earlier. Bault's performances were a wake-up call to Dave Eakin, who has won several times this season and now has some stiff competition in Bault. Bault used a 1-1 tally to cash in for first overall, followed by Eakin (2-2), Ebert (4-3), Mike Perry (3-4) and Dave Merklin (5-6) in fifth.

"I'm pretty stoked about winning both motos," said Bault, a top local professional in the late '70s and early '80s, "especially since I haven't raced for about a year and a half."

Justin Homan has been long overdue for an outdoor win after several impressive performances; unfortunately, crashes have kept the Bend, Oregon, rider out of the winner's circle in the 125cc Pro class. Yamaha riders Ryan Hagemann and Jason Matthews were the leaders in the first combined 125cc/Open Pro motos, setting up a great battle for the lead until Matthews broke free from Hagemann to score a runaway win in moto one. Hagemann, though, fell prey late in the moto to an on-the-move Homan, who took top 125cc honors behind Open Pro Matthews but ahead of Hagemann and David Germain.

Moto two was much the same, as Hagemann and YZ400F pilot Matthews led the opening-lap parade. However, Hagemann quickly fell victim to Homan's FMF/SMP/Cascade Motorsports-backed RM. Hagemann did all he could to stop Homan's onslaught, but Homan carved past the local speedster to take top honors in the moto, ahead of Hagemann, a tiring Matthews and Germain.

The 125cc Intermediate class saw Cory Fuller fending off moto-one winner Shane St. John to take the overall win via his 2-1 performances. St. John (1-2) netted second overall, ahead of Matt Williams (3-3).

Yamaha rider Terry Hamness took a win in the Up The Hill class with his 1-1 performances, beating Kawasaki rider Gary Terlecki, who, with his 2-2 tallies, netted second overall, ahead of Ryan Leach. Leach came from well behind in both motos to chase Terlecki to the finish.

Results

P/W (4. 6): 1. Jared Wood (Lem); 2. Steele Angle-Davidson (KTM); 3. Dakota Smith (KTM).
P/W (7-8): 1. Danny Gubser (Lem); 2. Kendra Lancaster (Yam); 3. Brad Grubbs (KTM).
60 BEG: 1. Nick Flatt (Kaw); 2. Steve Martinez (Kaw); 3. Tyler Hayes (Kaw).
60 SR: 1. Ajay Olinger (Kaw); 2. Mark Berry (Kaw).
80 BEG: 1. Joe Loiselle (Hon); 2. Mike Toth (Kaw): 3. Jason Peterson (Yam).
80 JR: 1. Guy Tow (Kaw); 2. Danny Westwood (Suz).
80 JR (12-13): 1. Kenny Shelton (Yam); 2. Alex Hill (Suz); 3. Joey Mancuso.
80 JR (14-16): 1. Keith Kadell (Hon); 2. Anthony Rudolph (Yam); 3. Austin Gettel (Hon).
125 JR: 1. Raym Conkey (Hon); 2. Gabe Smith (Suz); 3. Kris Dixon (Suz).
125 BEG: 1. Jeff Mackie (Hon); 2. Brian Bundy (Suz); 3. Kyle Falls (Hon).
125 INT: 1. Cory Fuller (Yam); 2. Shane St. John (Yam); 3. Matt Williams.
125 PRO: 1. Justin Homan (Suz); 2. Ryan Hagemann (Yam); 3. Dave Germain (Hon).
250 BEG: 1. Cory Johnson (Yam); 2. Dennis Schmitt (Yam); 3. Ronnie Goodell.
250 JR: 1. Jeff Bergstrom (Yam); 2. Chris Bennett (Yam); 3. Ryan Koozer.
250 INT: 1. Gary Terlecki (Kaw); 2. David Turner (Kaw); 3. Jason Parks (Yam).
250 PRO: 1. Jamie Munson (Hon); 2. Terry Hamness (Yam); 3. Don Bisceglia (Hon); 4. Jason Matthews (Yam); 5. Justin Homan (Suz).
UTH JR: 1. Jeff Bergstrom (Yam); 2. Mark Winn (Kaw); 3. Corey Shepherd (Kaw).
UTH INT: 1. Terry Hamness (Yam); 2. John Sabo (KTM); 3. Ben Parker (Hon).
BTH JR: 1. Gabe Smith (Suz); 2. Brian McDaniel (Kaw); 3. Brandon Mitchem.
BTH INT: 1. Gary Terlecki (Kaw); 2. Ryan Leach (Suz); 3. Jamie Large (Hon).
O/T INT: 1. Jim Harris (Hbg); 2. Ron Williams (Kaw); 3. Junior Meusling (Suz).
O/T JR: 1. Richard Marquez (Yam); 2. Kim McKillop (KTM); 3. Rusty Garrison.
O/T MNY: 1. Rick Bault (Kaw); 2. Dave Eakin (Hon); 3. Jerry Ebert (Kaw).
VET BEG: 1. Alex Schon (Hon); 2. Richard Marquez (Yam); 3. Tom Yeack.
VET INT: 1. Jason Smith (KTM); 2. Greg Harmon (Hon); 3. Randy Daval (Yam).
VET JR: 1. Dean Hartman (Hon); 2. Paul Nauman (Hon); 3. John Thayer (Yam).
VET PRO: 1. Dave Fox (Yam); 2. Joe Casey (Yam).
S/MINI: 1. Keith Kadell (Suz); 2. Kenny Shelton (Yam); 3. Joe Loiselle.
50+: 1. Dave Merklin (Suz); 2. Jim Parks (Yam); 3. Junior Meusling (Suz).
WMN: 1. Deanna Holbrook (Suz); 2. Joni Bisceglia (Suz); 3. Lindsey Duval; 4. Randi Holbrook.
OPEN AM: 1. Jason Smith (KTM); 2. Mike Smith (KTM).

Dillman/Stagliano steal sidecar win

By Gary L. Green

SHANNONVILLE, ONTARIO, CANADA, MAY 2-3
The first round of the Sidecar Racers Association (SRA) East, held at the tight and twisty Nelson Circuit layout at Shannonville Motorsports Park, saw the team of Kurt Dillman and Tony Stagliano take the win on a Kawasaki.

Unfortunately, attrition at the opening North American Championship, held in conjunction with the AMA National event at Laguna Seca on April 21, saw only eight teams in attendance for this round. Ignition problems on the rig of Paul Mirfield sidelined his Yamaha TZ750 for the weekend. Scheduled practice sessions on Saturday went smoothly despite the unsettled weather, which could not decide whether to cloud over, rain or clear up.

The track was slippery for the six-lap heat race and, as the green light flashed, the teams made their way carefully into turn one. Starting from the pole, Dillman/Stagliano led the tight group of sidecars into the corner, as everyone was testing the limits of traction. Following closely were the family duos of John Dailey/Art Dailey and Jean-Guy Ratcliffe/Christine Ratcliffe. Coming from the last row, Martin Hogg/Gary Green moved into fourth, ahead of a close battle for fifth between the teams of Pete Demerski/Judy Demerski and Werner Kull/Steve Brown. The Vintage outfit of Peter McKinstry/Sandy Harris brought up the rear.

With the top four teams running single file to the checkered flag, attention moved to the battle for fifth between the two conventional rigs of P. Demerski/J. Demerski and Kull/Brown. These two teams stayed within a bike length of each other until the last lap, when Kull/Brown made a pass and held off the determined Demerskis until the line.

Sunday's weather remained as undecided as Saturday's and, while the teams practiced in the dry in the morning, a light drizzle was falling as they headed out for their warmup lap. With everyone running on slicks, a collective wish for a break in the weather worked, and by the time the teams were lined up on the grid, the rain had stopped. Partway through the race, the sun broke through the clouds, and the track was dry for the last half of the race. When the light turned green, the outfit of Dailey/Dailey got the holeshot, followed closely by Dillman/Stagliano, Hogg/Green and Ratcliffe/Ratcliffe. The two lead teams immediately began to pull away as they battled for the top spot. The Ratcliffes made a nice pass under brakes on the second lap to take over third place, but were passed back a few corners later by Hogg/Green. The battle for fifth overall, and first place in the Conventional class, was spacing out, with Kull/Brown pulling away from the Demerski outfit. McKinstry/Harris, on their Vintage outfit, were circulating in the seventh spot.

Back at the front, Dillman/Stagliano were pressing hard, and they set a lap record while in pursuit of the Dailey brothers. Eventually making their way by on lap four, they continued to work hard and managed to pull out a small lead to the checkered flag. With the Daileys wrapping up second place, Hogg/Green cruised away from the fading Ratcliffes to capture the final podium position.

Results

SDCR: 1. Kurt Dillman/Tony Stagliano (Kaw); 2. John Dailey/Art Dailey (A-C); 3. Martin Hogg/Gary Green (Kaw); 4. J. Guy Ratcliffe/Christine Ratcliffe (Kaw); 5. Werner Kull/Steve Brown (Kaw).

Pedrero shines at MX of Marion County

By Kyle Myers

REDDICK, FL, MAY 10
Marcus Pedrero was the man to beat at round nine of the ProSports Sunshine State Championship Series, held at Motocross of Marion

County. Pedrero won both the Open Money and Over 25 classes on this 90-plus-degree day, on which just over 300 riders attended the event.

In the first Open Money moto, Pedrero led the eight-rider field into turn one, with Buddy Duffy, Jason Fink, Derrick Januszyk and John Fesler following. Fesler moved by Januszyk on the first circuit as Fink slipped by Duffy for second. Pedrero opened up about a six-second lead at the halfway point of the moto, until Fink turned on the afterburners and closed to the rear fender of Pedrero on the last lap. With the white flag out, Fink dived underneath Pedrero in a turn to take the point position and win the moto. Pedrero, Duffy, Fesler and Billy Wood rounded out the top five places.

Pedrero rocketed out of the gate to start moto two, with Fink, Januszyk, Duffy and Todd Wichtner giving chase. Duffy made a block-pass on Januszyk on lap one as Fesler motored by Wichtner. Fesler then set his sights on Januszyk and overtook him for fourth. Meanwhile, Pedrero had a three-second advantage over Fink and Duffy, who were battling for the runner-up spot. Pedrero held on for the moto and overall win, ahead of Fink, Duffy, Fesler and Wood, who passed Wichtner late in the race.

Pedrero later returned to win both Over 25 motos over Tim Eggers on his Cycle Rider's RM125.

Suzuki-backed Davi Millsaps won the 60cc (9-11) and 80cc (7-11) divisions. Millsaps, on his RM, was doing all the SX-style jumps that most of the big-bike riders wouldn't even attempt.

Ryan Davis has made the transition from minis to 125s quite smoothly, as he won all four motos in the 15- to 24-year-old and 125cc B divisions on his KX.

The iron "boy" of the day was Kyle Keylon, who won three classes: the Pee Wee (7-9), Pee Wee Modified, and 60cc (5-8) divisions. Keylon went 1-1 in both Pee Wee classes and 1-2 in the 60cc class, with T.J. Rhonelli posting a win in the second 60cc moto.

Results

P/W BEG: 1. Callen Creely (Yam); 2. Amanda Charlebois (Yam).

P/W (4-6): 1. Jesse Freeman (Cob); 2. Chase Couture (Cob); 3. Mike McAurthur (Cob); 4. Zac Freeberg (Cob); 5. Preston Thomas (Cob).

P/W (7-9): 1. Kyle Keylon (Cob); 2. Colten Maynard (Cob); 3. Ashley Vickery (Cob); 4. Bubba Crosby (Cob); 5. Jimmy Norton (Cob).

P/W MOD: 1. Kyle Keylon (Cob); 2. Ashley Vickery (Cob); 3. Bubba Crosby (Cob); 4. Colten Maynard (Cob); 5. Chase Couture (Cob).

60 BEG: 1. Matt Theus (Kaw); 2. Jana McAurthur (Kaw); 3. Corey Woodard (Kaw); 4. Bubba Orly (Kaw); 5. Nicholas Jackson (Kaw).

60 (5-8): 1. Kyle Keylon (Kaw); 2. T.J. Rhonelli (Kaw); 3. Colten Maynard (Kaw); 4. Dean Dyess (Kaw); 5. Bobby Charlebois.

60 (9-11): 1. Davi Millsaps (Kaw); 2. Matt Boni (Suz); 3. Don Solley (Kaw); 4. Forrest Smith (Kaw); 5. Jon Camp (Kaw).

80 BEG: 1. Bob Suancar (Yam); 2. Tracey Smith (Hon); 3. Robert Buttitta (Kaw); 4. Cody Andre (Kaw); 5. Danny Weyer (Suz).

80 (7-11): 1. Davi Millsaps (Suz); 2. Kyle Chisholm (Kaw); 3. Dale Kump (Hon); 4. Barrett Smith (Suz); 5. Brad Bernier (Kaw).

80 (12-15): 1. Mike McGourty (Yam); 2. Paul Perebijnos (Hon); 3. Drew Kain (Kaw); 4. Shawn Mayo (Kaw); 5. Ian Hewett (Kaw).

S/MINI: 1. Paul Perebijnos (Kaw); 2. Davi Millsaps (Suz); 3. Mike McGourty (Yam); 4. Kyle Chisholm (Kaw); 5. Shawn Mayo (Kaw).

125 BEG: 1. Joey White (Suz); 2. Roger White (Suz); 3. Brad Monbarron (Hon); 4. Joe Mays (Kaw); 5. James Jones (Yam).

125 A: 1. Buddy Duffy (Yam); 2. Jason Fink (Kaw).

125 B: 1. Ryan Davis (Kaw); 2. Andrei Boloni (Suz); 3. Tom Parsons (Kaw); 4. Raymond Loggins (Yam); 5. Tim Bantle (Kaw).

125 C: 1. Jeremy Freeman (Kaw); 2. Johan Gotlen (Yam); 3. Rob West (Kaw); 4. Derek Keyes (Hon); 5. Garrett Welzien (Suz).

250 BEG: 1. Leruel McClanahan (Yam); 2. David Crook (Yam); 3. Rob Durkee (Yam); 4. Barry Thomas (Hon).

250 B: 1. Bryan Abel (Kaw); 2. Derrick Kain (Kaw); 3. Matt Johnson (Yam); 4. Tom Parsons (Kaw); 5. Jeremy Shuttleworth (Kaw).

250 C: 1. Scott Wood (Yam); 2. Jack Clark (Suz); 3. Rich Decker (Suz); 4. David Bozeman (Kaw); 5. Benny Caparo (Hon).

15-24: 1. Ryan Davis (Kaw); 2. Jeremy Shuttleworth (Kaw); 3. Tim Bantle (Kaw); 4. Derrick Januszyk (Kaw); 5. Raymond Loggins (Yam).

25+: 1. Marcus Pedrero (Suz); 2. Tim Eggers (Suz); 3. Adam Smith (Hon); 4. Todd Wichtner (Hon); 5. Bryan Abel (Kaw).

30+: 1. Willis Brock (Suz); 2. Jim Eggers (Yam); 3. Drew Justice (Yam); 4. Dean Dyess (Yam); 5. John Hart (Hon).

35+: 1. Gary Buecker (Kaw); 2. Tim Eggers (Yam); 3. Drew Justice (Yam); 4. John Hauf (Hon); 5. Scott Wood (Yam).

40+: 1. Gary Buecker (Kaw); 2. John Coleman (Suz); 3. Kevin Wilson (Suz); 4. Bill Kasavage (Yam); 5. Dennis Rokosky (Suz).

50+: 1. Tom Fogg (Kaw); 2. Al Gardnet (Yam); 3. Doug Hammond (Yam); 4. Rich Claisse (Kaw); 5. Robert Dare (Kaw).

WMN: 1. Patty Whitehouse (Suz); 2. Tracey Smith (Hon); 3. Traci Hess (Suz); 4. Brianna Millsaps (Kaw); 5. Jana McArthur (Kaw).

OPEN MNY: 1. Marcus Pedrero (Suz); 2. Jason Fink (Kaw); 3. Buddy Duffy (Yam); 4. John Fesler (Suz); 5. Billy Wood (Suz).

(Above) Kenny Heess (30) won the 125cc Intermediate class at round two of the AMP/GFI Spring Series, held at Carnegie MX in Tracy, California, by turning in a 2-1 moto score. (Right) Rick Pfeilsticker (308) moved by Randy Saeger (327), Tim Crews (336), Thor Mathison (144), Mike Fox (357) and the rest of the pack to win the Vet B class with a 1-2 at the Spring Creek MX Super Series opener, held in Millville, Minnesota.

Heess hot at AMP/GFI Spring Series Motocross

By Jim Enos

TRACY, CA, MAY 10

Kenny Heess lit up the Carnegie SVRA motocross track by way of a convincing 2-1 moto score to claim the overall win in the hotly contested 125cc Intermediate class at round two of the 1998 AMP/GFI Spring Series, presented by Parts Unlimited and Yamaha of Modesto. Finally blessed with some good weather, the AMP crew welcomed nearly 225 riders and treated them to a fine day of racing at the newly rejuvenated Carnegie facility.

It was the big blue Yamaha of Danny Smith snagging the holeshot in the first 125cc Intermediate moto. Smith was followed by Jason Murrell, Keith Verdin and last week's winner, Danny Ornelas. However, the pressure must have gotten to Ornelas, as he promptly laid his bike down in a turn. Ron DeJesus took the opportunity to go by Ornelas, and by lap two he had moved up to second place. However, on lap three, DeJesus would also fall victim to lack of traction as he also went down.

Meanwhile, up front, Smith was setting a blistering pace, with the Suzuki of Justin Scullen a ways back in second and Verdin in third. Heess, after a bad start, soon made his way up to fourth after smoothly making his way through the pack. On the fifth lap, Heess kicked it up a gear and first made a clean pass on Verdin and then passed Scullen for second on the next uphill turn. Kawasaki-mounted Craig Truglio silently moved his way up through the field and settled into fourth. On the last lap, Truglio pressured Scullen into a costly mistake at the turn before the uphill and took over third. However, behind Truglio, Ornelas was putting on an incredible charge after his first-lap fall, and he made his way up to fourth. When the checkered flag came out, Smith took the uncontested win, followed by Heess, Truglio, Ornelas and Verdin.

The second moto was much better to Ornelas - the Yamaha rider shot into the first turn ahead of Smith, DeJesus, Heess and Greg Surat. The five riders stayed in close formation throughout the first lap, but it was Smith who made the first bobble, allowing DeJesus and Heess to scoot by. Heess quickly put his Honda ahead of DeJesus to settle into second place.

Meanwhile, Smith resumed his charge and repassed DeJesus on the third lap. Behind Smith was a charging Truglio, who promptly passed both DeJesus and Smith near the finish-line jump to take over third. On lap five, with the running order now Ornelas, Heess and Truglio, a three-way battle began. Heess and Truglio had made their way within striking distance of Ornelas, who had been riding a nearly flawless race.

The trio battled in every turn lap after lap, until the first mistake was made. Ornelas came over a tricky little jump and landed the bike completely sideways. Somehow he managed to save it, but not before surrendering the lead to Heess. However, Ornelas wasn't about to give up that easily and he outjumped Heess over the following tabletop. The two riders then entered the following left-hander side by side, with Ornelas putting a clean brake-check on Heess. Heess maintained his patience, however, and took an inside line on the next right-hander to finally put Ornelas behind him for good. Truglio then came up and challenged Ornelas, but was unsuccessful as the checkered flag made its appearance a little too soon. The finish read Heess, Ornelas, Truglio, Smith and DeJesus. The overall went to Heess, second went to Smith and third went to Ornelas.

Results

50 (4-6) F/T: 1. Nicholaus Bacchini (Yam); 2. Curtis Labriola (KTM); 3. Tyler Kruenegel (KTM); 4. Elric Flory (Yam).

50 (4-6) STK BEG: 1. Ryan Bowen (Cob); 2. Ty Keenom (Act); 3. Timmy Boehmer (Yam).

50 (4-6) MOD BEG: 1. Matt Hazel (KTM); 2. David Stump (KTM).

50 (7-8) F/T: 1. Auliya Flory (Hon).

50 (7-8) STK BEG: 1. Jacob Bremen (KTM); 2. Matthew Kent (Act); 3. Ruben Hernandez (Act); 4. Michael Flores (KTM); 5. Jake Baraldi (KTM).

50 (7-8) MOD BEG: 1. Garrett Adams (KTM).

50 (7-8) STK: 1. Cody Jackson (KTM); 2. Michael Curci (Lem).

60 F/T: 1. Devin DiBasilio (Kaw); 2. Travis Coy (Hon).

60 BEG (0-8): 1. Greg Fouts (Kaw); 2. Derek Vasicek (Kaw); 3. Chris Santino (Kaw); 4. Andrew Waltermire (Kaw); 5. Marcus Bradshaw (Kaw).

60 NOV: 1. Rocco Curci (Kaw); 2. Zack Ham (Kaw).

60 INT: 1. Jarrod Mertens (Kaw).

80 F/T: 1. Nick Swisegood (Suz); 2. Nick Perry (Yam).

80 BEG: 1. Justin Godoy (Yam); 2. Raymond Navarro (Kaw); 3. Josh Vasicek (Kaw); 4. Michael Carnes (Yam); 5. James Wright (Suz).

80 NOV: 1. Kyle Rytter (Hon); 2. Cory McDaniel (Yam); 3. Aaron Casados (Yam); 4. Jimmy Hazel (Yam); 5. Brett Markarian (Yam).

80 INT: 1. Ryan Morais (Yam); 2. Steve Mertens (Yam); 3. Nick Jarret (Hon); 4. Charlie Morrison (Yam).

80 S/MINI: 1. Ryan Morais (Yam); 2. Charlie Morrison (Yam); 3. Cory McDaniel (Yam); 4. Nick Jarret (Hon); 5. Brett Markarian (Yam).

125 BEG: 1. Dennis James (Yam); 2. Don Bailey (Yam); 3. Jesse Wilbur (Suz); 4. Dylan Kern (Hon); 5. Shenna Patterson (Suz).

125 NOV: 1. Kris Rivas (Yam); 2. Adam Baca (Yam); 3. Josh Hayden (Yam); 4. Dan Ailes (Yam); 5. David Klingenbeck (Yam).

125 INT: 1. Kenny Heess (Hon); 2. Danny Smith (Yam); 3. Danny Ornelas (Yam); 4. Craig Truglio (Kaw); 5. Ron DeJesus (Suz).

125 PRO: 1. Jeff Northrop (Kaw).

250 BEG: 1. Josh Whicker (Kaw); 2. Joe Alford (Kaw); 3. Jeff Faria (Kaw); 4. Chris Cismondi (Yam); 5. Mick Langston (Yam).

250 NOV: 1. Kelly Quinn (Suz); 2. Craig Humphrey (Yam); 3. Jimmy Pierte (Hon); 4. Alan Loredo (Yam); 5. Mike Wenstrand (Yam).

250 INT: 1. Craig Truglio (Kaw); 2. Danny Smith (Yam); 3. Ron DeJesus (Suz); 4. Phil Segundo (Yam); 5. Cory Morais (Yam).

250 PRO: 1. Pat Gomm (Yam); 2. Dan Paladino (Yam); 3. Jeff Northrop (Kaw); 4. Terry Bostard (Yam); 5. Auggie Rodriguez (Hon).

500 BEG: 1. Mick Langston (Yam).

500 INT: 1. Kevin Wise (Yam).

500 PRO: 1. Pat Gomm (Yam); 2. Terry Bostard (Yam); 3. Danny Paladino (Yam); 4. Rick Ryan (Suz); 5. Dean Matson (Yam).

25+ BEG: 1. Rob Correllus (Hon); 2. Skip Del Pena (Suz); 3. Randy Tufts (Yam); 4. Casey Fouts (Hon); 5. Jim McComas (Hon).

25+ NOV: 1. Blaine Kissinger (Suz).

25+ INT: 1. Kevin Wise (Yam); 2. Steve Bonita (Hon); 3. Phil Segundo (Hon); 4. Mike Hodges (Suz); 5. Louie Brazil (Suz).

25+ EX: 1. Dan Paladino (Yam); 2. Terry Bostard (Yam).

30+ BEG: 1. Rich Culver (Hon); 2. Jim Rice (Hon); 3. Jim McComas (Hon); 4. Rob Correllus (Hon); 5. John Stump (Yam).

30+ NOV: 1. Rick Horne (Hon); 2. Scott Schubert (Yam); 3. Mike Wenstrand (Yam); 4. Bobby Tabag (Suz); 5. Alan Loredo (Yam).

30+ INT: 1. Jim Dempsey (Kaw); 2. Brad Hetherington (Hus); 3. Don Mendenhall (Yam).

35+ NOV: 1. Alan Loredo (Yam); 2. Jim Enos (Suz); 3. David Evans (Hon); 4. Randy Lynch (Yam); 5. Rick Jewell (Yam).

40+ NOV: 1. Bill Carnes (Yam); 2. Steve Bacchini (Kaw); 3. Bobby Lynch (Yam); 4. Mike Dunham (Yam); 5. David McCandless (Hon).

Spring Creek Super Series MX Championship opens

By George Hodkinson
Photo by Karen Hodkinson

MILLVILLE, MN, MAY 3

More than 800 entries made the trip to Spring Creek MX Park for the inaugural race of the Super Series MX Championship for 1998. Three hundred of those entries made it to the additional practice held the Saturday before the event (as will usually be the case), taking advantage of the open camping. Despite the large number of entries, the races started 10 minutes ahead of schedule, with the micro and senior riders at the front of the program, as per the new schedule. Two sets of motos were completed well before dark, allowing racers to get home early and rest their pumped-up arms.

In the new Super Series, there will be seven rounds, with five of each racer's best rounds counting toward the series-end awards, which will be celebrated at a barbecue feast on October 10. Track owner John Martin extended his thanks to all who helped put the series together, including Seaburg Power Sports, RBP, Bob's Cycle, Pro Concepts, Pro Vue, and particularly the racers and spectators.

In Vet B action, Rick Pfeilsticker just moved into the B class and put his CR250 out front in front of Randy Saeger and the rest of the 18-rider pack. Lap one saw the flying Pfeilsticker way out front with a five-second lead on the pack, as Bern Seleski, Jeff Netzer, Tim Wahlberg and Mike Fox gave chase. The next couple of laps saw little change, but on lap three Wahlberg blazed past Seleski and then got by Netzer on the first big downhill. That left Pfeilsticker way out front for the win at the checkers, with Wahlberg second. Fox moved into third, Netzer took fourth, Seleski got fifth, Thor Mathison earned sixth and Jeff Saucier finished seventh.

Moto two saw Seleski take the holeshot, with Netzer and Pfeilsticker following him into the first turn. After the famous Spring Creek sand-wash section it was Netzer who was in the lead, followed by Wahlberg, who had moved up a few places. The end of lap one saw Netzer way out front, with Wahlberg, Seleski, Pfeilsticker, Fox and Mathison in pursuit. With just over one lap left in the moto, Pfeilsticker passed Wahlberg for second and set his sights on Netzer in search of the second-moto win. On the last lap, Pfeilsticker pushed Netzer extremely hard and pulled out all the stops on the last hill of the

course, but Netzer was able to hold off his charges to take the moto win. Wahlberg, Fox and Seleski finished out the top five, Mitch Wolf took sixth and professional factory Arctic Cat snowmobile racer Aaron Scheele took seventh. Pfeilsticker took the overall with a 1-2, while Netzer settled for second with a 4-1.

In the Vet C class, there were enough riders to make two divisions, and Rob Irving was the dominant racer in the first division. Irving took the holeshot in the first moto aboard his YZ250 as Tim Mitchell followed closely and made Irving earn the win, hounding Irving most of the moto. Irving took the moto win, followed by Mitchell, Jeff Bohhan, David Chalstrom, Jeff Majkrzak, Bill Cunningham and Mike Lyndorff.

Moto two saw Bohhan leading the pack of 26 riders early on as Irving had to make up from a mediocre start, but he was into second place by the end of lap one. From there, Irving pressed hard and made a pass on the last lap, and then he and Bohhan moved out to a 20-second lead over third. Irving took the win, followed Bohhan, Mitchell, Cunningham, Brad Davis, Chalstrom and Mike Hawkins.

Results

MICRO MINI P/W: 1. Nicholas Brackett; 2. Eric Groshens; 3. Cole Seaton; 4. Logan Marvin; 5. Brad Burt.

MICRO MINI (4-6): 1. Jeff Nagel; 2. Calvin Knoll; 3. Jason Kneiszler; 4. Eric Lewis; 5. Spencer Bentson.

MICRO MINI (7-8): 1. Jake Erickson; 2. Alex Martin; 3. Andrew Peckers; 4. Kyle Wolf; 5. Cory Vandal.

P/W: 1. Jesse Goskey; 2. Casey Fisher; 3. Jeremy Girard; 4. Brett Nagel; 5. Jon Stadsvold.

MINI JR (7-11): 1. Josh Sorensen; 2. Jesse Goskey; 3. Jayson Janes; 4. Spencer Dally; 5. Casey Fisher.

MINI JR (12-13): 1. Teddy Maier; 2. Joseph Ettesvold; 3. Adam Dally; 4. Steven Roessler; 5. Jon Paul.

MINI SR (14-15): 1. Mark Moliter; 2. Jim Paul; 3. Travis Parnow; 4. Jared Lemm; 5. Nathan Barber.

OPEN MINI (10-15): 1. Jim Paul; 2. Joseph Ettesvold; 3. Josh Rolbiecki; 4. Tyler Neese; 5. Adam Dally.

YTH: 1. Nathan Broughton; 2. Teddy Maier; 3. Ben Kremer; 4. Mark Moliter; 5. Mike Evenson.

16-24 A: 1. Eric Kowalik; 2. Mike Luoma; 3. Brandon Backes; 4. Danny Edmonson; 5. Jason Kempel.

16-24 B: 1. Zach Derry; 2. Troy Goehrs; 3. Ryan Smoluch; 4. Tim Zebra; 5. Jonathan Sprague.

16-24 C-1: 1. Charlie Pettee; 2. Tony Robertson; 3. B.J. Bauer; 4. Andy Wherley; 5. Josh Harens.

16-24 C-2: 1. Isaac Will; 2. Austin Holm; 3. Trent Fiedler; 4. Ryan Peter; 5. Robin Kniss.

25+ A: 1. Bruce Gates; 2. Brent Stevenson; 3. Bryan Hunt; 4. Alan Jonas; 5. Mickey Mickelson.

25+ B: 1. Rick Pfeilsticker; 2. Jeff Netzer; 3. Darwin Frideres; 4. Ray Schlegel; 5. Doug Bohn.

25+ C: 1. Kevin Slaleael; 2. Rob Irving; 3. Mike Weiler; 4. Joshua Lorenz; 5. Mike Hadrath.

VET A: 1. Bruce Gates; 2. Scott Steinle; 3. Jay Mercill; 4. Dana Hunt; 5. Donny Bonnickson.

VET B: 1. Rick Pfeilsticker; 2. Jeff Netzer; 3. Tim Wahlberg; 4. Mike Fox; 5. Bern Seleski.

VET C-1: 1. Rob Irving; 2. Jeff Bohhan; 3. Tim Mitchell; 4. Bill Cunningham; 5. David Chalstrom.

VET C-2: 1. Dan Carstensen; 2. Troy Jech; 3. Mike Weiler; 4. Kevin Slaleael; 5. Jon Sorensen.

40+ A: 1. Mike Graif; 2. Jay Holst; 3. Roger Schellhammer; 4. Jerry Schultz; 5. Dave Hencir.

40+ B: 1. Brian Byrne; 2. Brian Cole.

40+ C: 1. Gary Schildgen; 2. Thomas Koenig; 3. Neal Roessler; 4. Sterling Hinds; 5. Robert Will.

S/SR 50+: 1. Len Fazendin; 2. Jerry Schauer.

WMN: 1. Tiffany Rumpca; 2. Tammy Ogle; 3. Jessica Stevens.

125 A: 1. Eric Kowalik; 2. Brent Stevenson; 3. Lee Theis; 4. Mike Luoma; 5. Pat Ready.

125 B: 1. Nathan Broughton; 2. Nicholas Nenow; 3. Jonathan Sprague; 4. Tim Zebra; 5. Ryan Rouillard.

125 C-1: 1. Joel Schildgen; 2. Robert Weyenberg; 3. Trent Fiedler; 4. Matt Judnick; 5. Aaron Benson.

125 C-2: 1. Tony Robertson; 2. Charlie Pettee; 3. Derek Osterberg; 4. Andy Wherley; 5. Tom Mroczenski.

125 C-3: 1. Ben Kremer; 2. Andrew Flaschenriem; 3. Chris Hartl; 4. Phillip Stariha; 5. Robin Kniss.

250 A: 1. Eric Kowalik; 2. Brandon Backes; 3. Mike Luoma; 4. Lee Theis; 5. Bruce Gates.

250 B: 1. Rick Pfeilsticker; 2. Eric Padelford; 3. Tim Zebra; 4. Zach Derry; 5. Ray Schlegel.

250 C: 1. Troy Jech; 2. Matt Anderson; 3. Joshua Lorenz; 4. Craig Shaw; 5. Kevin Slalgel.

Meade celebrates at Starwest Motocross

By Tony Alessi

MORENO VALLEY, CA, MAY 2

Mike Meade celebrated his ninth birthday in style with a convincing victory in the Pee Wee main event on the big track during round two of the Spring Night Series, held at Starwest Cycle Park.

Donnie "Earthquake" Kearney sent tremors down the starting line after he showed up on a works Pee Wee Dominator worth an estimated $6000. As expected, Kearney pulled the holeshot and led for more than half of the race, but Mike Meade on his AC Racing Cobra was determined, and he caught and passed Kearney just after the halfway point in the race. Meade then pulled away with authority for the overall victory, while Kearney held off Brandon Million to record a strong second-place finish. Meade was greeted by his tuner and dad at the finish line, given a big congratulatory hug and sent to the trophy room to collect his winnings.

Seven-year-old Travis Christensen looks to have stepped up the pace by the way he dominated the 60cc (6-8) division. Christensen opted to stop riding the Pee Wee class in favor of riding the bigger 60cc division and is now reaping the rewards of that decision. Christensen won his division by more than 30 seconds and also topped all the 9- to 11-year-olds with the exception of multi-time National Champion Mike Alessi. Christensen topped Charles Pearson, Justin Mulford and Brady Huntley on the night's overall scorecard.

Speaking of Mike Alessi, the 9-year-old from Simi Valley scored two class wins tonight, posting a four-moto sweep of both the 60cc (9-11) and 80cc (7-11) classes, but came up a position short in the Supermini class behind Donnie Hansen Motocross Academy-backed Scott Simon, who scored the class win. Simon also won his age group in the 80cc (12-13) class with a pair of aces over Donnie Gritton and Mickey Griffin.

Mike Meade won the competitive Super Pee Wee class to celebrate his ninth birthday in style at round two of the Spring Night MX Series, held at Starwest Cycle Park in Moreno Valley, California.

Results

Small Track

50 STRTR (4-6): 1. Brandon Brady (KTM); 2. Gavin Gidcumb (KTM); 3. Joshua Massey (KTM); 4. Kieffer Silva (KTM); 5. Christian Licciardi (KTM).

50 STRTR (7-8): 1. Corey Smith (KTM); 2. Michael Holle (KTM); 3. John Robles (KTM); 4. Cody Tithof (Lem); 5. Makil Johnson (Lem).

50 STK BEG (4-6): 1. Jonathan Woolery (Cob); 2. Dakota Garner (Cob); 3. Richard Romero (KTM); 4. Kristopher Chambers (KTM); 5. David Meade (Cob).

50 STK BEG (7-8): 1. Justin Morgan (KTM); 2. Parker Echman (KTM); 3. Nick Harryman (Lem).

50 MOD BEG (4-6): 1. Xavier Stokes-Arrey (KTM); 2. Cooper Hall (Lem); 3. Dakota Garner (Cob); 4. Kristopher Chambers (KTM); 5. David Meade (Cob).

MOD BEG (7-8): 1. David Shepardson (Lem); 2. Ray Obermeyer (Lem).

50 STK A: 1. Danny Gonzalez (Cob); 2. Shawn Hayes (Lem).

50 STK B: 1. Webb Massey (KTM); 2. Johnny Jelderda (KTM); 3. Chapman Fiene (KTM); 4. Krystal Cramer (KTM).

50 MOD A: 1. Shawn Hayes (Lem).

50 MOD B: 1. Webb Massey (KTM); 2. Johnny Jelderda (KTM); 3. Krystal Cramer (KTM); 4. Chapman Fiene (KTM); 5. Kevin Thompson (Lem).

50 P/W: 1. Brandon Blyth (Yam); 2. Max Ladieu (Yam); 3. Bryce Stewart (Yam); 4. Chad Edwards (Yam).

60 STRTR: 1. Brad Morris (Kaw); 2. Corey Smith (Kaw).

Main Track

50 (7-8): 1. Brandon Million (Cob); 2. Donnie Kearney (KTM); 3. Casey Huntley (KTM); 4. Brady Huntley (Lem); 5. Blake Harbor (Cob).

50 STK: 1. Blake Harbor (Cob); 2. Jake Canada (Cob); 3. Webb Massey (KTM); 4. Shawn Hayes (Lem); 5. Johnny Jelderda (KTM).

50 MOD: 1. Donnie Kearney (KTM); 2. Brandon Million (Cob), 3. Justin Carmody (Cob); 4. Chapman Fiene (KTM); 5. Kevin Thompson (Lem).

50 S/P/W: 1. Mike Meade (Cob); 2. Brady Huntley (Lem); 3. Casey Huntley (KTM).

60 STRTR: 1. Justin Carmody (Kaw); 2. Blake Harbor (Kaw); 3. Bradley Baquintz (Kaw); 4. Corey Ceyne (Kaw).

60 (6-8): 1. Travis Christensen (Kaw); 2. Charles Pearson (Kaw); 3. Justin Mulford (Kaw); 4. Brady Huntley (Kaw); 5. Chad Gores (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Sean Borkenhagen (Kaw); 3. Brandon Hiner (Kaw); 4. Brandon Spencer (Kaw); 5. Mike Meade (Kaw).

80 BEG (12-16): 1. Timothy Berger (Hon); 2. Collin Silva (Yam); 3. Danny Grannini (Yam); 4. John Kephart (Hon); 5. David Hall (Yam).

80 BEG (0-11): 1. Anthony Charette (Yam); 2. Shawn Mohr (Hon); 3. Kenny Clark (Hon); 4. Keegan Silva (Hon).

80 (0-11): 1. Mike Alessi (Kaw); 2. Jared Browne (Suz); 3. Jeff Loop (Yam); 4. Tristian Kallas (Hon); 5. Andrew Petrie (Kaw).

80 (12-13): 1. Scott Simon (Suz); 2. Donnie Grifton (Yam); 3. Mickey Griffin (Yam); 4. Danny Mohr (Yam); 5. Brock Erwin (Yam).

80 (14-16): 1. Nicholas Hensley (Yam); 2. J.J. Hall (Yam); 3. Richie Casiano (Yam); 4. Adam Taki (Kaw).

S/MINI: 1. Scott Simon (Suz); 2. Mike Alessi (Kaw); 3. Donnie Gritton (Kaw); 4. Mickey Griffin (Yam); 5. Andrew Petrie (Kaw).

125 BEG: 1. Gabriel Obeso (Kaw); 2. Jeff Pawlisa (Yam); 3. Kenny Prichard (Suz); 4. Ryan Bacon (Suz); 5. Jason Oliva (Hon).

125 NOV: 1. David Sullins (Yam); 2. Sean O'Connor (Yam); 3. Mike Danielson (Yam); 4. Adam Bisso (Kaw); 5. Thunder Wessels (Yam).

125 INT: 1. Josh Warner (Yam); 2. Joshua West (Yam); 3. Joel Nelson (Yam); 4. Daniel Soudergaard (TM).

125 PRO: 1. Tim Beatty (Suz).

250 BEG: 1. Ricky Riddle (Yam); 2. Justin Enderton (Kaw).

250 NOV: 1. Chad Walton (Yam).

25+ BEG: 1. Jermaine Colhoun (Hon).

25+ NOV: 1. Chris Repp (Kaw); 2. Daniel Brown (Hon).

30+ BEG: 1. Cliff Huxley (Hon).

30+ NOV: 1. Cameron Funk (Suz); 2. Jim Bradbury (Hon); 3. Gary Thompson (Yam).

30+ INT: 1. Scott Davis (Hon).

40+ NOV: 1. Bret Leef (Kaw); 2. Jim Masters (Hon).

Swartz shines at Honda Hills Motocross

By Mark Bliss

LINNVILLE, OH, MAY 10

Former Maico factory star Denny Swartz brought his trusty YZ250 to the nicely groomed Honda Hills circuit on Mother's Day and walked away with two class wins and one second-place finish. Swartz smoked the Over 40 class in a double moto sweep, leaving everyone else in an exciting race for second.

In the first moto, KTM pilot Joe Collins took second, just ahead of KTM-mounted Daniel Wolfe and Larry Shumaker on a Honda. The second moto saw Suzuki-mounted Gerry Bennett return to form after a first-moto mishap as he took second ahead of Shumaker and KX rider Terry Sheets. Second overall went to Shumaker, and Collins finished fifth for third overall.

Swartz split moto wins with Honda pilot Troy Karshner and won the overall in the Over 30 class by virtue of his 2-1 moto finishes. Rod Hook rode to solid third-place finishes in both motos for third overall. Honda riders Steve Anneshansley and Paul Fox finished fourth and fifth, respectively.

In the Over 25 class, Swartz couldn't quite match the blistering pace set by Suzuki speedster Mike Blair as he stormed off to double moto wins. Swartz finished second while Karshner, Bennett and Charlie Laymon rounded out the top five.

The 125cc B class proved to be one of the most exciting races of the day. After winning the opening moto, Suzuki-mounted Wesley Boyd got out of the gate behind Honda rider Jake Mathews. For the first couple of laps, Mathews rode flawlessly and started to stretch out his lead. At about the halfway point, Boyd began to reel in Mathews. On the final lap, Boyd was all over Mathews, sticking in a wheel here and there while searching for a way around him. Mathews managed to hold Boyd off, collecting the well-deserved moto win and third overall. Boyd won the overall, and Yamaha-mounted Larry Walker was sandwiched in between them.

In all, some 210 riders were treated to a well-prepped track and perfect weather, as though "Mom" had ordered it special herself.

Results

P/W: 1. Ryan Kerr (Yam); 2. Zach Wheeland (Yam); 3. Addison Stalling (Yam); 4. Alex Maland (Yam); 5. Justin Shannon (Yam).

50 (4-6): 1. Ryan Kerr (Cob); 2. Nathan Heskett (Cob); 3. Jarrod Kline (KTM); 4. Danian Thonen (KTM); 5. Victor Pickett (KTM).

50 (7-8): 1. Devan Welch (Cob); 2. Ryan Albaugh (Cob); 3. Kristopher Nelson (Cob); 4. Zach Wheeland (Cob); 5. Chris Urban (Act).

65: 1. Zach Ames (KTM); 2. Devan Welch (Kaw); 3. Aaron Kline (Kaw); 4. Allen Rossi (Kaw); 5. Dustin Jackson (Kaw).

MINI JR: 1. Zach Ames (KTM); 2. Ryan Minnier (Yam); 3. Alex Rossi (Hon); 4. Brâd Preece (Kaw); 5. Cory Ritterbeck (Kaw).

MINI SR: 1. David Herb (Kaw); 2. Jeramy Karshner (Hon); 3. Ross Adams (Yam); 4. Scott Hickenbottom (Hon); 5. Mikey Nibert (Hon).

SCHBY: 1. A.J. Meade (Suz); 2. David Herb (Kaw); 3. Travis Ward (Hon); 4. Dustin Swank (Yam); 5. David Mabry.

16-24: 1. Jake Mathews (Hon); 2. Brian Dustin (Yam); 3. Gerald Bennett Jr. (Kaw); 4. Corey Treadway (Hon); 5. Justin Stalling (Hon).

25+: 1. Mike Blair (Suz); 2. Denny Swartz (Yam); 3. Troy Karshner (Hon); 4. Gerry Bennett (Suz); 5. Charlie Laymon (Hon).

30+: 1. Denny Swartz (Yam); 2. Troy Karshner (Hon); 3. Rodney Hook (Suz); 4. Steve Anneshansley (Hon); 5. Paul Fox (Hon).

40+: 1. Denny Swartz (Yam); 2. Larry Shumaker (Hon); 3. Joe Collins (KTM); 4. Gerry Bennett (Suz); 5. Terry Sheets (Kaw).

125 A: 1. Nathan Laymon (Yam); 2. Charlie Laymon (Yam); 3. Jeremy Adams (Suz); 4. John Sims (Yam).

125 B: 1. Wesley Boyd (Suz); 2. Larry Walker (Yam); 3. Jake Mathews (Hon); 4. Christian Moist (Suz); 5. Gerald Bennett Jr. (Kaw).

125 C: 1. William Barton (Kaw); 2. Nate Elkins (Suz); 3. William Rogers (Hon); 4. Mike Feazel (Hon); 5. Chris Thompson (Hon).

250 A: 1. Mike Blair (Suz).

250 B: 1. Brian Dustin (Yam); 2. Brett McKeever (Hon); 3. Dave Hom (Suz); 4. Tommy Laymon (Hon); 5. Dave Stoneburner (Yam).

250 C: 1. Tom Debmann (Kaw); 2. Timothy Suhr (Kaw); 3. John Schirck (Hon); 4. Barry Taylor (Kaw); 5. Fred Stumbo (Hon).

OPEN: 1. Bart Bark (Yam); 2. Dave Stoneburner (Yam); 3. Dave Gear (Hon); 4. Steve Anneshansley (Hon); 5. Joe Collins (KTM).

WDS: 1. Rusty Gray (Kaw); 2. Barry Harp (Suz); 3. Patric Moro (Hon); 4. Thomas Dotson (Hon); 5. Charles Kline Jr. (KTM).

4-STRK: 1. Bradley Wood (Yam); 2. Dave Stoneburner (Yam); 3. Bart Bark (Yam); 4. Rusty Gray (Kaw); 5. Dave Grear (Yam).

2-STRK B: 1. Allen Dysart (Suz); 2. Todd Justice (Hon); 3. Jeremy Osborne (Hon).

4-STRK B: 1. James Spaulding (Hon); 2. Lenny Mays (Hon).

Moore, Moran maul Rainier ST

By Clay Light

RAINIER, WA, MAY 9

Oregon's Gary Moore and Washington Pro Sport rider Bob Moran were among the top performers in Open-class action at the second round of the 10-race AMA District 27 short-track series, held at the Rainier Cycle Bowl.

Moore, riding a Rotax, scored a pair of wins to take home first-place laurels in the Over 30, Open and Open A main events. Yamaha-mounted Moran won the highly competitive 600cc Pro-Sport final to join Expert main-event winner Jeff Hiatt in the Professional-class winner's circle.

National number 55, Troy Rose, won the lone Expert heat race to sit on the pole position in the Expert final, but it was Yamaha rider Hiatt taking the lead out of turn one to lead Rose to the finish, despite Rose's constant pressure throughout the 15-lapper. Hiatt earned the first-place money ahead of Rose and veteran Dick Wall, the third-place finisher.

Idaho's Todd Somers opened up some eyes with his win in one of the two 600cc Pro-Sport heat races with his win over George Prindiville and Moran, earning the Coeur d'Alene rider a pole position for the 12lap, 12-rider main event. While Somers needed only seven points to net a move up to the Expert class, his night was done early in the main. While chasing Moran, his machine malfunctioned, allowing Prindiville to move to within striking distance of Moran and set up the final finishing order of Moran, Prindiville, Pete Medcalf, Keith Anderson, Chris Kucklick and heat winner Bob Rosie.

Moore's first of two wins came by way of a third-row start after he jumped twice. Moore carved through traffic to chase down Hank Frenna in the Over 30/Open A main, making a move across the finish line to take a win ahead of Frenna and Somers. Moore, who this time learned a lesson in patience, jumped into the lead in the Open A main and held off all advances to finalize his two-class decimation. Third went Brian Walls' way.

A contingent of speedway riders were on hand, the majority being Division Two riders from all over the Northwest. Division One rider Seth Church was the evening's dominant rider, winning the Division One Scratch and Handicap main events. While Church easily won the Scratch final, he did have to make up a lot of ground in his Handicap win, edging Mike Marr at the finish.

Another double class win tally came from Honda rider Michael Rochester, winner of the 80cc A and 80cc DTX classes. His closest competition was fellow CR rider Nick Sellers, the second-place finisher in the A main.

Results

EX: 1. Jeff Hiatt (Yam); 2. Troy Rose (Rtx); 3. Dick Wall (Yam).
PRO-SPT: 1. Bob Moran (Yam); 2. George Prindiville (Yam); 3. Pete Medcalf (Hon).
OPEN A: 1. Gary Moore (Rtx); 2. Pete Medcalf (Hon); 3. Brian Walls (Hon).
125 A: 1. Jerry Hansen (Hon); 2. Sean Light (Hon); 3. Jason Rosie (Hon).
80 A: 1. Michael Rochester (Hon); 2. Nick Sellers (Hon); 3. Tyler Wharton (Hon).
VINT TW: 1. Buck Murphy (Tri); 2. Mike Harritt (Yam); 3. Willie Ward (Yam).
30+ OPEN: 1. Gary Moore (Rtx); 2. Hank Frenna (Yam); 3. Todd Somers (Hon).
30+ 250: 1. Bob Rosie (Suz).
VINT SGL: 1. Bryon Dotson (Bul).
D-1 SPDWY HDCP: 1. Seth Church; 2. Mike Marr.
D 1 SPDY SCR: 1. Seth Church; 2. Robin Nicolaides; 3. Mike Ellis.
D-2: 1. John Ellis; 2. Chris Decker.
60 A: 1. Brenton Schnitzer.
125 DTX: 1. Jerry Hansen (Hon).

Scheel, Harry score at Albany SX

By Clay Light

ALBANY, OR, MAY 10

Yamaha rider Mike Scheel and Honda rider Matt Springsteen spent four motos in a side-by-side configuration at the Albany Motorsports Complex during CMC Summer Series Supercross action, resulting in Scheel's coming out on top of the shootout.

While Scheel trailed Pro rider Dustin Lenaburg throughout all four of the 125cc Pro/Intermediate and Before The Hill Pro/Intermediate-class motos, it was still a victory because, first, he was the top Intermediate, and second, he beat Springsteen both times out.

Lenaburg was long gone in all of the motos, leaving Springsteen and Scheel to battle it out behind him. In the Before The Hill class, Springsteen got the nod in the first moto, followed by Scheel and Suzuki rider J.R. Vielle, who were all well behind Lenaburg. Moto two also featured a similar runaway performance by Lenaburg. However, this time out, Scheel got the best of Springsteen for runner-up laurels.

Lenaburg also outrode the competition in the combined 125cc Pro/Intermediate class, although Scheel did put his Yamaha out in front of the field in the first moto until Lenaburg clawed his way past. Larry Jones, the only other Pro rider in the field, ran fourth behind Lenaburg, Scheel and Springsteen, but he encountered problems and dropped out of the action. The second moto was much the same, as Lenaburg easily won it to finalize a two-class sweep, while Scheel's two-class tally came after beating the CR-mounted Springsteen to the finish.

Springsteen, though, wouldn't leave the facility empty-handed, as he won both 250cc Intermediate-class motos. Springsteen, lone Pro Jason Mathews, Vielle, John Meusling and Ted Harry battled for position on the opening lap, but it became a Springsteen-Mathews clash that resulted in Springsteen netting the win. Mathews pressured Springsteen in the second moto after overcoming a poor start and overtook both Springsteen and Vielle late in the moto to finalize the order of finish.

The Vet Pro class featured several fast riders, but it was Kawasaki rider Ted Harry who came out on top of the class with a 1-1 sweep despite incredible pressure from YZ400F-mounted Dave Fox and YZ250 pilot Joe Casey. Fox, who earlier won the Up The Hill Intermediate class, fell late in moto two while running amid the mayhem, which made things easier for Harry and Casey as the two battled to the finish. Harry, a former 1980s Pro, took the win by a slim margin over Casey.

Suzuki rider Deanna Holbrook kept her Women's-class winning streak alive with wire-to-wire wins in both motos, beating KX-mounted Lisa Garrison and class newcomer Ava Casey.

Results

P/W (4-6): 1. Jared Wood (Lem); 2. Joshua Bland (KTM); 3. Landon Currier (KTM); 4. Steele Angle-Davidson (KTM); 5. Glenn Prestholt (Lem).
P/W (7-8): 1. Kyle Hammontree (KTM); 2. Danny Gubser (Lem); 3. Brad Grubbs (KTM); 4. Michael Wiesner (KTM); 5. ayson Boydston (KTM).
P/W MOD (7-8): 1. Tyler Craig (KTM).

Mike Scheel (138) held off Matt Springsteen to win in the 125cc Intermediate class at the Albany, Oregon Supercross.

60 BEG: 1. Tyler Hayes (Kaw); 2. Matthew Strobeck (Kaw); 3. Daniel Grubbs (Hon); 4. Ryan Womack (Kaw).
60 SR: 1. Justin Keeney (Kaw); 2. Ajay Olinger (Kaw); 3. Erik Meusling (Hon).
80 BEG: 1. Joe Loiselle (Kaw); 2. Pete Sannan (Kaw); 3. Jason Petersen (Yam); 4. Chris Leiby (Yam); 5. Michael Toth (Kaw).
80 (9-11): 1. Adam Metzler (Suz); 2. Brock Chappelle (Yam); 3. Justin Keeney (Kaw); 4. Guy Tow (Kaw); 5. Tate Major (Yam).
80 (12-13): 1. Cody Buyas (Kaw); 2. Kenny Shelton (Yam).
80 (14-16): 1. Keith Kadell (Hon); 2. David Hallquist (Yam); 3. Marc Miller-Jones (Hon); 4. Austin Gettel (Hon).
S/MINI: 1. Keith Kadell (Hon); 2. Cody Buyas (Kaw); 3. Adam Metzler (Suz); 4. David Hallquist (Yam); 5. Joe Loiselle (Kaw).
125 BEG: 1. Brian Sullivan (Yam); 2. Justin Thurman (Kaw); 3. Nicholas Nowak (Kaw); 4. Matt Crawford (Kaw); 5. Ben Sannan (Hon).
125 JR: 1. Ryan Metzler (Suz); 2. Travis Rigert (Yam); 3. Joe Pearson (Kaw); 4. Mike Stults (Yam); 5. Bob Kivisto (Hon).
125 INT: 1. Michael Scheel (Yam); 2. Matt Springsteen (Hon); 3. Jeff Hinzman (Kaw).
125 PRO: 1. Dustin Lenaburg (Kaw); 2. Larry Jones (Kaw).
250 BEG: 1. Aaron Thurman (Kaw); 2. Rob Chandler (Suz); 3. Jonah Miller (Hon); 4. Charley Waller (Hon); 5. Devin Malcom (Kaw).
250 JR: 1. Ryan Metzler (Suz); 2. Marcus Melendrez (Yam); 3. Bill Ruchti (Yam); 4. Brian McDaniel (Kaw); 5. Jeff Bergstrom (Yam).
250 INT: 1. Matt Springsteen (Hon); 2. Junior Vielle (Suz); 3. John Meusling (Suz); 4. Michael Gamby (Yam); 5. Ted Harry (Kaw).
250 PRO: 1. Jason Mathews (Yam).
OPEN AM: 1. Mike Smith (KTM); 2. Dave Huerta (KTM).
BTH JR: 1. Marcus Melendrez (Yam); 2. Bill Ruchti (Yam); 3. Matt Frank (Kaw); 4. Travis Rigert (Yam); 5. Brandon Mitchem (Yam).
BTH INT: 1. Dustin Lenaburg (Kaw); 2. Michael Scheel (Yam); 3. Matt Springsteen (Hon); 4. Junior Vielle (Suz); 5. Jeff Hinzman (Kaw).
UTH JR: 1. Jeff Bergstrom (Yam); 2. Chris Nicholls (Suz); 3. Randy Wing (Suz); 4. Dan Hansen (Kaw); 5. Brian McDaniel (Kaw).
UTH INT: 1. David Fox (Suz); 2. Joe Casey (Yam); 3. Bill Jory (Yam); 4. Dale Corra (Kaw).
OTH BEG: 1. Ricardo Marquez (Yam); 2. Bob Harrison (Hon); 3. Kelly Hammontree (Yam); 4. Jeff Plumlee (Yam); 5. Bill MacDonald (Kaw).
OTH INT: 1. Dan Mathis (Suz); 2. Dave Huerta (KTM); 3. Bill Jory (Kaw).
OTH JR: 1. Dave Akerman (Kaw); 2. John Thayer (Yam); 3. Brent Dickey (Hon); 4. Jimmy Marquez (Yam); 5. Curtis Paulson (Kaw).
OTH PRO: 1. Ted Harry (KTM); 2. Joe Casey (Yam); 3. David Fox (Yam).
O/T JR: 1. Rusty Garrison (Kaw); 2. Gerald Nichols (Hon); 3. Ricardo Marquez (Yam); 4. Randy Layne (Yam); 5. Jim English (Suz).
O/T INT: 1. Jim Harris (Hbg); 2. Brad Gubser (Yam); 3. John Gussenhoven (Kaw); 4. Bob Harrison (Hon); 5. Robert Lount (KTM).
O/T EX: 1. Ray Gamon (Yam).
O/T MNY: 1. Randy Wing (Suz); 2. Jerry Ebert (Kaw); 3. Mitch Kirkpatrick (Hon).
50+: 1. Junior Meusling (Yam); 2. Randy Layne (Yam); 3. Bill Naylor (Hon); 4. Robert Lount (KTM); 5. Jim English (Suz).
WMN: 1. Deanna Holbrook (Suz); 2. Lisa Garrison (Kaw); 3. Ava Casey (Hon); 4. Heidi Koerschgen (Kaw); 5. Randi Holbrook (Hon).

Kenworthy's MX holds grass race at season opener

By Rupert X. Pellett

TROY, OH, MAY 3

Planting grass in the off-season at Kenworthy's Motocross Park allows the club to better maintain this top-notch facility, and, traditionally, the first motocross of the year allows racers the opportunity to tear up the greenery in roosts of grass and dirt. While recent rains had plagued the area prior to race day, the weather appeared to be great for action by mid-morning. While everyone was able to get one moto out of the way, the sudden afternoon lightning and squalls canceled the second set of motos.

Close to 300 riders still were on hand, even with the chance of rain in the forecast, and everyone seemed to enjoy the one-moto opportunity. In the A classes, Greg Rand continued his assault of local District 11 racing as the six-time National amateur champ tore up both the 125 and 250cc motos on his F&S Suzuki. Jon Schmitz was equally unstoppable in the Over 25 and 30 classes, where he toppled the competition. On the little track, it was Patrick Massie doing the damage as he ran off with the Mini Junior and 65cc wins.

Results

50 (4-6): 1. Ryan Ivers (Cob); 2. Kyle Burlile (Cob); 3. Devan Shade (KTM); 4. Shawn Lunsford (Yam); 5. Tyler Pitman (KTM).
50 (7-8): 1. Wesley Jett (Cob); 2. Brandon Dietrich (Cob); 3. Ben Meade (KTM); 4. Chris Urban (Act); 5. Eric King (Cob).
65: 1. Pat Massie (Kaw); 2. Chris Robertson (Kaw); 3. Jon Dunlap (Kaw); 4. Anthony Bond (Kaw); 5. Jake Meade (Kaw).
80 (7-11): 1. Pat Massie (Kaw); 2. Lonnie McDaniel (Kaw); 3. Alex Rossi (Hon); 4. Timmy Hollenbeck (Hon); 5. Charles Mullins (Hon).
80 (12-15): 1. Derrick Dunaway (Kaw); 2. Trevor Sitzman (Kaw); 3. Cory Smith (Kaw); 4. Andrew Becker (Yam); 5. Eric Azlett (Hon).
125 A: 1. Greg Rand (Suz); 2. Charlie Dunaway (Hon); 3. Joe Oehlof (Hon); 4. Steve Richards (Suz); 5. Steve Cross (Suz).
125 B: 1. Robert Turley (Suz); 2. Derrick McKinney (Kaw); 3. Mike Ivers (Yam); 4. Jason Kuck (Suz); 5. Jason Wade (Kaw).
250 A: 1. Greg Rand (Suz); 2. Joe Oehlof (Hon); 3. Josh Steel (Kaw); 4. Todd Mouser (Suz); 5. Daniel Nelson (Hon).
250 B: 1. Derrick McKinney (Kaw); 2. Keith Perry (Kaw); 3. David McWilliams (Hon); 4. Brian Rehmert (Suz); 5. Jason Kuck (Suz).
250 C: 1. Andrew Metzger (Kaw); 2. Rob Gemmer (Kaw); 3. Jason Powers (Suz); 4. David Alexander (Hon); 5. Trevor Kirden (Kaw).
SCHBY: 1. Jason Wade (Kaw); 2. Robert Turley (Suz); 3. Nicholas Wolfe (KTM); 4. Brian Sonmer (Suz); 5. Chris Poland (Hon).
16-24: 1. Erik Janssen (Suz); 2. Tim Nelson (Suz); 3. Charles Cassack (Hon); 4. Justin Kegrath (Suz); 5. Bryan Ridge (Hon).
25+: 1. Jon Schmitz (Suz); 2. Jason Schmidt (Yam); 3. Keith Perry (Kaw); 4. Curtis Rehmert (Suz); 5. Mark Roop (KTM).
30+: 1. Jon Schmitz (Suz); 2. Curtis Rehmert (Suz); 3. Richard Robinson (Hon); 4. Ron Rehmert (Suz); 5. Marty Berberich (Hon).

Willard brothers win at McArthur Motocross

By Rupert X. Pellett

MCARTHUR, OH, APR. 26

Brothers Michael and Andy Willard took their winning ways to the American Motorsports-produced Spring MX event at McArthur and handily walked away with three class wins between them. With 300 riders and mild spring weather, this southern Ohio circuit was moist and well-prepared by promoter Tab Thompson and his crew. While older brother Andy was dominant in his 80cc (12-15) class races aboard his F&S-sponsored Suzuki, younger brother Michael took it to them in the 65 and 80cc (7-11) divisions.

In the 65cc races, Michael lined up his factory KTM against the Kawasakis of his fellow competitors and was only briefly challenged by his buddy Zach Ames, also on a new KTM.

The 80cc class offered a little more challenge for the feisty youth from Thonville, as Kenton's Dillion Watkins was on the gas, along with Kawasaki-mounted Nick Carroll.

Reno's Denny Swartz continued his control of the Over 40-class racers at McArthur, as the former National MX contender easily won on his Yamaha.

Results

P/W 50 (4-8): 1. Ryan Kerr (Yam); 2. Jordan Strickland (Yam); 3. Justin Shannon (Yam); 4. Westen Hale (Yam); 5. M. Anthony Bentley (Yam).
50 (4-6): 1. Ryan Ivers (Cob); 2. Jordan Strickland (Cob); 3. Nathan Heskett (Cob); 4. Westen Hale (Cob); 5. Ryan Kerr (Cob).
50 (7-8): 1. Kris Nelson (Cob); 2. Ryan Brumfield (Cob); 3. Wesly Jett (Cob); 4. Levi Kilbarger (Lem); 5. Benjamin Meade (KTM).
65: 1. Michael Willard (KTM); 2. Zach Ames (KTM); 3. Patrick Massie (Kaw); 4. Aaron Kline (Kaw); 5. Devan Welch (Kaw).
80 (7-11): 1. Michael Willard (Suz); 2. Dillion Watkins (Suz); 3. Nick Carroll (Kaw); 4. Alex Rossi (Hon); 5. Zach Ames (KTM).
80 (12-15): 1. Andy Willard (Suz); 2. David Herb (Kaw); 3. Dustin Cottrill (Suz); 4. Jeremy Karshner (Hon); 5. Ross Adams (Yam).
SCHBY: 1. Shaun Kuchler (Hon); 2. Scott Kuchler (Hon); 3. Josh Hamilton (Hon).
25+: 1. Denny Swartz (Yam); 2. Dallas Avery (Suz); 3. Troy Stanley (Yam); 4. Roger Weaver (Kaw); 5. Terry Barnes (Suz).
30+: 1. Scott Watkins (Hon); 2. Hal Combs III (Hon); 3. Richard Robinson (Hon); 4. Denny Swartz (Yam); 5. Terry Barnes (Suz).
40+: 1. Denny Swartz (Yam); 2. Gerry Bennett (Suz); 3. Bill Reiss (Hon); 4. Larry Shumaker (Hon); 5. Kevin Haydocy (Yam).
OPEN B: 1. Jerry Caldwell (Kaw); 2. Richard Custard (Hon); 3. Larry Shumaker (Hon); 4. Bart Barok (Yam); 5. Mark McDaniel (Yam).
125 B: 1. Josh Hamilton (Hon); 2. Gerald Bennett Jr. (Suz); 3. Chris Poland (Hon); 4. Justin Stalling (Hon); 5. Eric Saylor (Yam).
250 B: 1. Shawn Schiff (Hon); 2. Ty Walke (Kaw); 3. Tony Brown (Yam); 4. Troy Stanley (Yam); 5. Matthew Mathias (Suz).
125 PRO: 1. Chris F. Kuhn (Kaw); 2. Bub Thomas (Suz); 3. Scott Kuchler (Hon).
250 PRO: 1. Dallas Avery (Suz); 2. Chris Kuhn (Kaw); 3. Bub Thomas (Suz).

McArthur Motocross holds Loretta Lynn's Qualifier

By Rupert X. Pellett

MCARTHUR, OH, MAY 2

The initial stage in attempting to be invited to the Loretta Lynn's Amateur National Motocross Championships involves area qualifiers. Riders qualifying from this round proceed on to the regional qualifier from which, if they prove successful, they advance on to the National Championships in Tennessee. The two-day qualifier generally allows the youth and stock classes to be run on Saturday, followed by the modified and adult classes on Sunday. Mother Nature decided that the Saturday youth-oriented event should be challenged with day-long rain that probably would have normally canceled the show, had it not been a qualifier. While racing was reduced to one soupy, slippery moto, the action was fast and furious between the mud-splattered machines.

As the AMS track crew frantically worked to maintain the saucy circuit, riders with mud experience displayed their skills. Perry, Ohio's Troy Gould was spectacular aboard his RM80 in the Stock class for 12- to 13-year-olds, as he muscled his slimy machine to the win.

Josh Hamilton was the man to beat in 125cc B Stock division, using every inch of the track. The athletic kid from Westerville ruled over Maryland's Chris Wright and Yamaha-mounted J.C. "Hammerhead" Cravens III.

Sunneytown, Pennsylvania's Lee Woodward roosted his Yamaha far ahead of Kawasaki competitors Ryan Matney and Crystal Williamson in the 85cc (14-15) Stock division, while Williamson jammed her way to the win in the 80cc Extra race.

Results

40+: 1. Larry Shumaker (Hon).
30+: 1. Terry Barnes (Suz); 2. John Ritterbeck (Hon); 3. Bill Green (Hon); 4. Mark McDaniel (Yam); 5. Barry Mason (KTM).
51 (4-6): 1. Jordan Strickland (Yam); 2. Westen Hale (Yam); 3. Austin Coon (Yam); 4. Anthony Bentley (Yam); 5. Eli Kerens (Suz).
25+: 1. Richard Spangler (Kaw); 2. Scott Marenburg (Hon); 3. Dwight Voltz (Kaw); 4. Mark McDaniel (Yam).
16-24: 1. Travis Ousley (Hon); 2. Gerald Bennett (Suz); 3. John Schreck (Hon).
250 C: 1. Matthew Ray (Hon); 2. John Schreck (Hon); 3. Matthew Galloway (Yam); 4. Bryan Elliott (Hon); 5. Bruce Brown (Hon).
125 STK (12-15): 1. Josh Hamilton (Hon); 2. Mike McCabe (Hon); 3. Ryan Holliday (Suz); 4. Larry Rust (Yam); 5. Tracey Haun (Kaw).
250/OPEN B STK: 1. Terry Barnes (Suz); 2. Scott Marenburg (Hon); 3. Eric Acker (Suz); 4. Dwight Voltz (Kaw); 5. Chris Ferguson (Kaw).
85 STK (14-15): 1. Lee Woodward (Yam); 2. Ryan Matney (Kaw); 3. Crystal Williamson (Kaw); 4. Ross Adams (Yam); 5. Dustin Cottrill (Suz).
250/OPEN A: 1. Michael Faulk (Suz).
51 (4-6) STK: 1. Jordan Strickland (Cob); 2. McKinnon Welborn (Cob); 3. Nathan Heskett (Cob); 4. Westen Hale (Cob); 5. Blaine Gould (KTM).
51 (7-8) STK: 1. Adam Bunting (Cob); 2. Taylor Futrell (Cob); 3. Devan Welch (Cob); 4. Brandon Meier (Cob); 5. Broc Tickle (Cob).
65 (7-9) STK: 1. Michael Tippin (Kaw); 2. Gilbert Willis (Kaw); 3. Cory Ritterbeck (Kaw).
65 (10-11) STK: 1. Aaron Kline (Kaw); 2. Tyler Bowers (Kaw); 3. Nathan Saving (Kaw); 4. Zach Ames (KTM); 5. Allen Nutter (Kaw).
85 (7-11) STK: 1. Nick Carroll (Kaw); 2. Dustin Kendall (Kaw); 3. James Lang (Hon); 4. Jeffrey Mort (Kaw); 5. Alex Rozzi (Hon).
85 (12-13) STK: 1. Troy Gould (Suz); 2. Andrew Hyder (Kaw); 3. Matt McCabe (Hon); 4. Kyle Combs (Hon); 5. Scott Hickenbottom (Hon).
125 C STK: 1. Bryan Elliott (Yam); 2. Nate Elkins (Suz); 3. Justin Leiby (Suz); 4. William Barton (Kaw); 5. Tracey Haun (Kaw).

Daton Beavers raced to the win in the 80cc (12-13) class at the third round of the Spring Night Series, held at Starwest Cycle Park in Moreno Valley, California.

Bloodworth lucky at Starwest Motocross

By Tony Alessi

MORENO VALLEY, CA, MAY 9

Bobby Bloodworth combined a little luck with some hard work to score the overall 125cc Beginner-class victory during round three of the Spring Night Series, held at Starwest Cycle Park.

Ryan Osment grabbed the holeshot in the first 125cc Beginner moto and led for the first half of the race while heavy favorite Gabe Obeso started way back in 19th place. Kenny Prichard was on the gas and worked his way into second and began to challenge Osment for the lead. Both Bloodworth and Patrick Terry watched as Prichard put a wheel in on Osment, then locked handlebars and tumbled to the ground. Emerging from the wreckage was "lucky" Bobby Bloodworth, who found himself in the lead with a clear track ahead of him. Bloodworth kept his Malco Racing-backed Honda upright and under control all the way to the checkered flag for the first-moto victory, ahead of Gabe Obeso, who made an awesome charge from 19th to second. Terry, Prichard and Ryan Bacon rounded out the top five.

The second moto saw Bloodworth out front this time, riding with some newfound confidence. Terry found his way into second and matched pace with Bloodworth, and Prichard and Jeff Pawlisa were working their way toward the front. Both Bloodworth and Terry turned up the wick and raced away mostly unchallenged for the top two finishing positions, while Prichard finished a solid third, ahead of Jeff Pawlisa and Obeso.

Sean O'Connor seemed invincible tonight in the 125cc Novice class after he smoked the field with two convincing moto wins. Chris Lavoie used consistent 2-3 finishes to secure the runner-up spot in front of Brent Denton's 4-2 and Rod Harably's 3-4.

Five-year-old Forrest Lane was in town from Georgia for the AMA Outdoor National and recorded his first-ever California victory by topping the charts in the 50cc Modified B class on the world-famous Starwest Pee Wee course. Forrest topped Johnny Jelderda, Webb Massey and young Krystal Kramer.

Seven-year-old Travis Christensen utterly smoked the field of 60cc 6- to 8-year-olds with a double moto sweep of the class. Christensen topped Charles Pearson, Las Vegas' Mark Proscelle and Maxima Oil's Jake Hulett.

Results

Small Track

50 STRTR (4-6): 1. Joshua Massey (KTM); 2. Brandon Brady (KTM); 3. Jacob Mendenhall (KTM); 4. Gavin Gidcumb (KTM); 5. Kieffer Silva (KTM).

50 STRTR (7-8): 1. Michael Holly (Lem); 2. John Robles (KTM); 3. Corey Smith (Yam); 4. Cody Tithof (Lem); 5. Mikal Johnson (Lem).

STK B: 1. Richard Sterling (KTM); 2. Krystal Kramer (KTM); 3. Johnny Jelderda (KTM); 4. Forrest Lane (Cob); 5. Webb Massey (KTM).

MOD B: 1. Forrest Lane (Cob); 2. Johnny Jelderda (KTM); 3. Webb Massey (KTM); 4. Krystal Kramer (KTM); 5. Marcus Carrillo (Lem).

S/P/W: 1. Kevin Townsend (Lem).

50 STK BEG (4-6): 1. Richard Romero (KTM); 2. Dakota Garner (Cob); 3. Cooper Hall (Lem); 4. Justin Jeffers (KTM); 5. Corey Wilcox (KTM).

50 STK BEG (7-8): 1. Justin Morgan (Cob); 2. Parker Eckman (KTM), 3. Kyle Bateman (KTM); 4. Shayne Pickering (Act); 5. Bradley Pace (KTM).

50 MOD (4-6): 1. Xavier Stokes Arrey (KTM); 2. Cooper Hall (Lem); 3. Dakota Garner (Cob); 4. David Meade (Cob).

50 MOD (7-8): 1. Ray Obermeyer (Lem).

JR 50 (4-6): 1. Max Ladieo (Yam); 2. Bryce Stewart (Yam).

JR 50 (7-8): 1. Gino Steffee (Yam).

60 STRTR: 1. Brad Morris (Kaw); 2. Corry Smith (Kaw); 3. Dana Dreier (Kaw); 4. Mike Erdstieck (Kaw); 5. Curtis McLellan (Kaw).

Main Track

50 (4-6): 1. Nic Paluzzi (Cob); 2. Alan Jiron (Cob).

50 (7-8): 1. Bruce Rutherford (KTM); 2. Casey Huntley (KTM); 3. Brandon Million (Cob); 4. Brady Huntley (Lem); 5. Donnie Kearney (KTM).

50 STK: 1. Danny Gonzalez (Cob), 2. Jake Hulett (Cob); 3. Richard Sterling (KTM); 4. Nic Paluzzi (Cob); 5. Webb Massey (KTM).

50 MOD: 1. Bruce Rutherford (KTM); 2. Donnie Kearney (KTM); 3. Jake Hulett (Lem); 4. Shawn Hayes (Lem); 5. Casey Huntley (KTM).

S/P/W: 1. Mike Meade (Cob); 2. Brady Huntley (Lem); 3. Matt Harrison (KTM).

60 STRTR: 1. Bradley Baquial (Kaw); 2. Justin Carmody (Kaw); 3. Tony Otto (Kaw); 4 George Jeffers (Kaw).

60 (6-8): 1. Travis Christensen (Kaw); 2. Charles Pearson (Kaw); 3. Mark Proscelle (Kaw); 4. Jake Hulett (Kaw); 5. Justin Mulford (Kaw).

60 (9-11): 1. Mike Alessi (Kaw); 2. Mike Meade (Kaw); 3. Brandon Spencer (Kaw); 4 Matt Harrison (Kaw).

80 BEG (0-11): 1. Anthony Charette (Yam); 2. Gregory Bacon (Hon); 3. Mike Bickford (Hon); 4. Keegan Silva (Hon); 5. Justin Mulford (Suz).

80 BEG (12-16): 1. Scott Buttrell (Yam); 2. Collin Silva (Yam); 3. Jimmy Gonzalez (Yam); 4. Vernon Black (Yam).

80 (0-11): 1. Jarred Browne (Suz); 2. Jeff Loop (Yam); 3. Andrew Petrie (Kaw), 4. Justin Yeast (Hon); 5. Cody Bradbury (Suz).

80 (12-13): 1. Daton Beavers (Kaw); 2. Scott Simon (Suz); 3. Donnie Gritton (Kaw); 4. Mickey Griffin (Yam); 5. Tyler Duncan (Yam).

80 (14-16): 1. Nicholas Hensley (Yam); 2. Daniel Nelson (Hon); 3. Adam Taki (Kaw).

S/MINI: 1. Daton Beavers (Kaw); 2. Robby Wood (Hon); 3. Donnie Gritton (Kaw); 4. Mickey Griffin (Yam); 5. Scott Simon (Suz).

125 BEG: 1. Bobby Bloodworth (Hon); 2. Patrick Terry (Yam); 3. Kenny Prichard (Suz); 4. Gabriel Obeso (Kaw); 5. Jeff Pawlisa (Yam).

125 NOV: 1. Sean O'Connor (Yam); 2. Kris Lavoie (Yam); 3. Brent Denton (Yam); 4. Rod Hamby (Yam); 5. Mike Danielson (Yam).

125 INT: 1. Gary Trachy (Yam); 2. Brian Smith (Yam).

250 BEG: 1. Jim Brown (Yam); 2. Charlie Jones (Hon); 3. Garrett Mathews (Hon); 4. Brian Smolskis (Yam); 5. Jason Randono (Suz).

250 NOV: 1. Jon Merrifield (Suz); 2. John Turner (Suz).

25+ INT: 1. Alex Zapata (Yam).

25+ EX: 1. Mark Avard (Yam).

30+ BEG: 1. Rino Navera (Yam); 2. Mike Blake (Yam); 3. Robert Wexler (Yam); 4. Dave Lowenstein (Kaw).

30+ NOV: 1. Chris Repp (Kaw); 2. Jon Merrifield (Suz).

30+ INT: 1. Don Connelly (Suz); 2. Mark Decker (Yam); 3. Craig McCall (Kaw).

40+ NOV: 1. David Simmons (Hon); 2. Barry Simon (Hon).

Morrisons dominate at Blue Ridge Hare Scrambles

By Heather and George Greer

MARTINSVILLE, VA, MAY 3

The Morrison family proved unbeatable, taking the overall and two class wins at the fifth round of the Virginia Championship Hare Scrambles Series. The 1997 VCHSS Grand Champion, Daniel Morrison, put in three perfect 13-mile laps on his Motor Imports/Answer/Scott-backed Kawasaki KX125 to clinch the overall win. Morrison knew that mistakes would not go unnoticed by Stephen Edmonson on his FMF/White Brothers/Bruce's Suspension-sponsored Kawasaki KX250, who was within seconds of challenging Morrison's lead on each lap. Casey Cycle City/Chick-Fil-A/Factory Connection-sponsored Jason Greer rode his Yamaha YZ125 to third overall, while Robbie Deal muscled his Jimmy's Cycle Sales/Piedmont Chevrolet/Bryant Radio Supply-backed Honda 400XR in for a solid fourth overall.

Rainstorms that occurred the Friday before the race made the track slick and slimy in places.

"The creek banks were getting trickier each lap, but for the most part, the track conditions improved each lap," said Daniel Morrison.

Several riders agreed that the track conditions improved each lap, and some added that their physical condition did not. Most riders thought that the mix of tight woods and open, sweeping hills made this one of the best Blue Ridge tracks ever.

Before the main race, the mood for the day was set with a tight race in the Mini class between Casey Cycle City-sponsored Jason Bailey on a Kawasaki and Yamaha rider Jason Huffman. The two riders fought hard the entire race, with Bailey making the winning pass on the last lap of the slick 3.3-mile course.

Mechanical troubles plagued the 200cc A class. Dean Ingram's Kawasaki was charging hard for a first-lap lead until a flat tire took him out of the race. Chance Baker's Motorcycles & More-backed Kawasaki suffered a cracked casing during the second lap, which also put him out of the race. Chad Parker's CPMR/Smith/Bruce's Suspension-backed KDX 200 seemed to escape those troubles to take his first A-class win of the season.

Although handlebars were banging into the first turn in the large 250cc A class, Glen Holcomb came away with the win on his Jimmy's Cycle Sales-backed Yamaha YZ400F. Staying within seconds of the leader were Tony Deal's Jimmy Cycle Sales/Piedmont Chevrolet/ Bryant Radio Supply-backed Honda and Daryl Allman's Mark IV-sponsored Kawasaki.

Motor Import/Answer/Scott-backed Danny Morrison dominated the Vet A class on his Kawasaki to continue the Morrison winning streak. When Morrison came through the barrels on the first lap, Montie Orr's Mark IV-sponsored Honda was just a few seconds behind, and Valley Kawasaki rider Rickie Huffman charged close behind for third.

The Women's class also saw a victory for the Morrison family. The youngest Morrison, 11-year-old Jessica, won her second event of the season in a wheel-to-wheel battle between her Motor Imports/Pirelli/Tucker Rocky-sponsored KX80 and Heather Greer's Casey Cycle City /Chic-Fil-A/Pirelli-sponsored Honda XR200. Melissa Barton rode a consistent race for third.

Results

O/A: Daniel Morrison (Kaw).

AA: 1. Stephen Edmonson (Kaw); 2. Jason Greer (Yam); 3. Robbie Deal (Hon); 4. Tommy Handy (Kaw); 5. George Greer (Hon).

0-200 A: 1. Chad Parker (Kaw); 2. Tommy Reynolds (Hon).

201+ A: 1. Glenn Holcomb (Hon); 2. Tony Deal (Hon); 3. Daryl Allman (Kaw); 4. Jon Geiman (Kaw); 5. Jason Brown (Kaw).

VET A: 1. Danny Morrison (Kaw); 2. Montie Orr (Hon); 3. Rickie Huffman (Kaw); 4. R.J. Faddis (Hus); 5. Darryl Campbell (KTM).

0-200 B: 1. Brad Hall (Hon); 2. Mike Bouma (Yam); 3. Josh Elliot (Kaw); 4. Chris Kite (Kaw); 5. Scott Capwell (Kaw).

201+ B: 1. Mitchell Walsh (Kaw); 2. Warren Hill (Yam); 3. Keith Brown (KTM); 4. Mike Mayo (Yam); 5. Joey Woody (Kaw).

VET B: 1. Craig Randle (Yam); 2. Andy Phillips (Hon); 3. Mike Bakken (Kaw); 4. Paul Sandridge (Yam); 5. Robert Hawkes (KTM).

4-STRK: 1. Larry Trent (Hon); 2. Tommy Ashley (Hon); 3. Jeff Woody (Hon).

0-200 C: 1. Keith McQuiddy (Kaw); 2. Michael Keesee (Yam); 3. Joei Bonanno (Hon); 4. Timothy Morton (Suz); 5. Eric Troupe (Kaw).

201+ C: 1. Jeff Algodo; 2. Adam Abramo (Hon); 3. Anthony Austen; 4. Pat Snow (Hon); 5. Rick Huffman (Hon).

SR: 1. Robert Cox (KTM), 2. Graham Kenan (Hon); 3. Bruce Triplett (Kaw); 4. Larry Adams (Hus); 5. Wally Turfboer (Hon).

MINI: 1. Jason Bailey (Kaw); 2. Jason Huffman (Yam); 3. Timmy Craddock (Kaw); 4. Michael Sharp (Suz); 5. Chris Cooper (Kaw).

WMN: 1. Jessica Morrison (Kaw); 2. Heather Greer (Hon); 3. Melissa Barton (Kaw); 4. Rachel Edmonson (Hon); 5. Elissa Morton (Suz).

Posey and Painter pounce at Wild West Motocross

By Mark Hopkins

OGDEN, UT, APR. 25-26

It was factory-contingency day at round one of the Western Power Sports Wild West Nationals, and with the extra motivation Marlo Painter and Kipp Posey nailed the gold and the green in the 125 and 250cc Pro classes, respectively, at Hot Springs Raceway.

Kris Papworth's 250cc Pro holeshot lasted about 100 yards before Ty Carson slipped his Kawasaki underneath and into the lead. Posey and Painter also quickly displaced Papworth and set sail after the charging Carson. Heavy pressure and an inside move put Posey past Carson and into the lead on lap three, and a couple of laps later an outside move put Painter past Carson and into second. Carson glanced back to see who would challenge for third and found the freight train of Papworth, Ty Birdwell and Kris Rourke close by. As Posey and Painter ran away up front, the four-way battle for third sorted itself out, with Birdwell securing third, followed by Rourke, Papworth and Carson.

Posey had the fastest wrist at the start of moto two, followed by Boise, Idaho's Rourke and Honda-mounted Painter. Rourke immediately latched onto the rear fender of Posey and Birdwell latched onto Painter in a battle for third. The two pairs of riders traded paint but not positions until midmoto, when Rourke's KTM outgunned Posey for first at about the same time Birdwell bounced Painter for third. With no riders able to retaliate, the moto ended with Rourke taking the moto (4-1) and Posey taking the overall (1-2).

At the start of first 125cc Pro moto, Posey took up right where he left off in the 250cc class - at the head of the pack. This time, Posey won going away. Luckily for the spectators, Yamaha-mounted Josh Borges and Honda-mounted Painter kept the crowd awake with a fierce battle for second. Painter appeared to concede second to Borges when he slid out 2 1/2 laps from the checkers. A quick kick lit his CR and he was back in pursuit. Painter quickly closed the gap on Borges and, with half a lap left, dived under Borges and took over second. Now it was Borges' turn to be the hunter, and he retaliated in the next turn as he dived under Painter. The two made contact and Borges' bike popped into neutral long enough to give Painter clear sailing for second.

When Painter and Posey powered into the first and second positions at the start of moto two, they set the stage for what would be the closest battle of the weekend. They quickly pulled away from third-place starter Borges and proceeded to battle. Lap after lap, Posey showed

Painter a wheel in the turns. On the second-to-last lap, he found a line on a double jump where he could stay low and get back on the ground before Painter. That allowed him to get his front wheel next to Painters' rear as they went past the white flag. Both riders realized the moto winner would be the overall winner, and they had the crowd hanging on the fence as Posey tried desperately to get around Painter. Approaching that last double jump, Posey played his ace in the hole - the line that kept his flight lower than Painter. As both riders landed from the jump, Painter still had the lead but Posey had the momentum. But the 40 yards to the finish wasn't enough for Posey to pull ahead. Painter squeaked across the line with the win a mere two feet ahead of Posey.

Results

Saturday

50 (0-6): 1. Landen Powell (KTM); 2. Hayden Roberts (KTM); 3. Dallas Neath (KTM); 4. Taylor Ewing (Lem); 5. Joseph Wasson (Lem).

50 (7-8): 1. Braden Butterfield (KTM); 2. Dacoda Sorochuck (Lem); 3. Chaz Spears (KTM); 4. Jace Zeeman (KTM); 5. Keaton Olund (KTM).

50 MOD: 1. Nathan Last (Lem); 2. Beau Alldredge (KTM); 3. Rudi Williams (Lem); 4. Cody Conner (KTM); 5. Colby Sorensen (Yam).

50 HDS UP: 1. Tyler McDonald (Yam); 2. Jeremy Butcher (Yam); 3. Ashley Hortman (Yam); 4. Chris Viamonte (KTM); 5. Steve Cox (KTM).

50 PP: 1. Lauren McKnight (Kaw).

60 (6-8): 1. Ben Evans (Kaw); 2. Chance Bogue (Kaw); 3. Nick Davis (Kaw); 4. Nathan Last (Kaw); 5. Rudi Williams (Kaw).

60 (9-11): 1. Beni Williams (Kaw); 2. Justin Fraughton (Kaw); 3. Jeremy O'Driscoll (Kaw); 4. Brady Powell (Kaw); 5. Donald Vauser (Kaw).

80 BEG: 1. Bobby Boschetto (Hon); 2. Shane Jenkins (Hon); 3. Trent Poulsen (Suz); 4. Eric Rickett (Hon); 5. Andrew Christensen (Hon).

80 JR (8-11): 1. Beni Williams (Suz); 2. James Beck (Yam); 3. Joel Barnowski (Yam); 4. Justin Fraughton (Hon); 5. Jeremy O'Driscoll (Yam).

80 JR (12-15): 1. Tyson Hernandez (Suz); 2. Levi Jensen (Suz); 3. Richie Kaumo (Kaw); 4. Chad Nelson (Yam); 5. Gray Davenport (Yam).

80 INT: 1. Nick Mouritsen (Yam); 2. Luke Evans (Kaw); 3. David Panzer (Kaw); 4. Todd Pratt (Suz); 5. Steve Martin (Hon).

80 S/MINI: 1. Nick Mouritsen (Yam); 2. Levi Jensen (Suz); 3. David Panzer (Kaw); 4. Richie Kaumo (Kaw); 5. Tyson Hernandez (Suz).

125 BEG: 1. Mike Cardall (Suz); 2. J.R. Blair (Hon); 3. Travis Dallinga (Kaw); 4. Derek Nelson (Hon); 5. Tyler Roper (Yam).

125 JR: 1. Dan Ailes (Yam); 2. Clay Lohr (KTM); 3. Marcus Jenkins (Yam); 4. Matt Davis (Yam); 5. Todd Pratt (Hon).

125 INT: 1. Justin Scullen (Suz); 2. Daryl Agar (Yam); 3. Brandon Barnes (Yam); 4. Adam Portue (Suz); 5. Josh Lenty (Suz).

125 PRO: 1. Kipp Posey (Yam); 2. Chad Wallwork (Yam); 3. Ty Birdwell (Kaw); 4. Josh Borges (Yam); 5. Marlo Painter (Hon).

250 BEG: 1. Floyd Turnbull (Yam); 2. Cory Griffin (Suz); 3. Weston Voth (Suz); 4. Ryan Green (Yam); 5. Cory Heisten (Yam).

250 JR: 1. Cole Thurston (Yam); 2. Stuart Mulanix (KTM); 3. Jeremy Voth (Suz); 4. Jake Halpin (Yam); 5. Chad Wheatley (Hon).

250 INT: 1. Jeremy Paget (Suz); 2. Joel McKinney (Yam); 3. Jon Craner (Yam); 4. Ben Child (Hon); 5. Russ Bezzant (Kaw).

250 PRO: 1. Kipp Posey (Yam); 2. Ty Birdwell (Kaw); 3. Kris Rourke (KTM); 4. Ty Carson (Kaw); 5. Kris Papworth (Yam).

OPEN INT: 1. Adam Portue (Suz); 2. Brandon Barnes (Yam); 3. Luke Taylor (Hon); 4. Nick Morrison (Kaw); 5. Ben Williams (KTM).

25+ JR: 1. Stuart Mulanix (KTM); 2. Daniel Lopez (Kaw); 3. Brett Downey (Hon); 4. Phil Cozzens (Hon); 5. Dean Smith (Kaw).

25+ INT: 1. Jon Craner (Yam); 2. Cortney Worline (Yam); 3. Zach Evans (Kaw); 4. David Crapo (Suz); 5. Shawn Walker (Yam).

25+ PRO: 1. Steve Liedberg (Suz); 2. Ty Birdwell (Kaw); 3. Brad Bolton (Kaw); 4. Chad Wallwork (Yam); 5. Brad Frampton (Yam).

30+ JR: 1. Bill Delcarlo (KTM); 2. Scott Hansen (Hon); 3. Arnie Alba (Kaw); 4. Greg Carpenter (KTM); 5. Sil Jeppson (Hon).

30+ INT: 1. Brent Beck (Kaw); 2. David Merrill (Hon); 3. Scott Seghetti (Kaw); 4. Jeff Christensen (Kaw).

30+ PRO: 1. Brad Bolton (Kaw); 2. Rodney Reynolds (Kaw); 3. Ron Wehr (Kaw); 4. Bryan Schritter (Kaw); 5. Bob Lowry (Kaw).

40+: 1. Larry Davis (Kaw); 2. Scott Raymes (Hon); 3. Seth Butterfield (Kaw); 4. Terry McKnight (Suz); 5. Jeff Carson (Kaw).

WMN JR: 1. Jana McKnight (Kaw); 2. Jennifer Vauser (Yam).

Sunday

50 (0-6): 1. Hayden Roberts (KTM); 2. Dallas Neath (KTM); 3. Taylor Ewing (Lem); 4. Cody Conner (KTM); 5. Steve Cox (KTM).

50 (7-8): 1. Braden Butterfield (KTM); 2. Jace Zeeman (KTM); 3. Travis Leavitt (Cob); 4. Dacoda Sorochuck (Lem); 5. Keaton Olund (KTM).

50 MOD: 1. Nathan Last (Lem); 2. Travis Leavitt (Cob); 3. Beau Alldredge (KTM); 4. Cody Conner (KTM); 5. Rudi Williams (Lem).

50 HDS UP: 1. Tyler McDonald (Yam); 2. Steve Cox (KTM); 3. Ashley Hortman (Yam); 4. Brandon Cox (Yam); 5. Jeremy Butcher (Yam).

60 (6-8): 1. Ben Evans (Kaw); 2. Chance Bogue (Kaw); 3. Nick Davis (Kaw); 4. Jace Zeeman (Kaw); 5. Rudi Williams (Kaw).

60 (9-11): 1. Beni Williams (Kaw); 2. Justin Fraughton (Kaw); 3. Nicholas Last (Kaw); 4. Brandon Johnson (Kaw); 5. Brady Powell (Kaw).

80 BEG: 1. Eric Rickett (Hon); 2. Andrew Christensen (Hon); 3. Trent Poulsen (Suz); 4. Brig Jones (Yam); 5. Brady Rickett (Hon).

80 JR (7-11): 1. Joel Barnowski (Kaw); 2. Beni Williams (Suz); 3. Justin Fraughton (Hon); 4. Steven Alba (Yam); 5. Nicholas Last (Suz).

80 JR (12-15): 1. Tyson Hernandez (Suz); 2. Richie Kaumo (Kaw); 3. Levi Jensen (Suz); 4. Tyler Mortensen (Kaw); 5. Justin Jenson (Yam).

80 INT: 1. Luke Evans (Kaw); 2. David Panzer (Kaw); 3. Nick Mouritsen (Kaw); 4. Garet Pilgrim (Hon); 5. Boyd Foster (Kaw).

80 S/MINI 1. Nick Mouritsen (Kaw); 2. Levi Jensen (Suz); 3. David Panzer (Kaw); 4. Luke Evans (Kaw); 5. Richie Kaumo (Kaw).

125 BEG: 1. J.R. Blair (Hon); 2. Keane Ramsey (Kaw); 3. Mike Cardall (Suz); 4. Tyler Roper (Kaw); 5. Sean Santa (Hon).

125 JR: 1. Dan Ailes (Kaw); 2. Marcus Jenkins (Kaw); 3. Matt Davis (Kaw); 4. Kurt Cooper (Yam); 5. Ryan Dayton (Hon).

125 INT: 1. Justin Scullen (Suz); 2. Chris Butterfield (Yam); 3. Cassidy Anderson (Yam); 4. Jason Panzer (Kaw); 5. Brandon Barnes (Kaw).

125 PRO: 1. Marlo Painter (Hon); 2. Kipp Posey (Kaw); 3. Josh Borges (Kaw); 4. Jeremy Diel (Suz); 5. Ty Birdwell.

250 BEG: 1. Floyd Turnbull (Yam); 2. Cory Griffin (Suz); 3. Jake Gage (Hon); 4. Ryan Green (Yam); 5. Travis Moser (Yam).

250 JR: 1. Jake Halpin (Yam); 2. Cole Thurston (Yam); 3. Thad Jones (Hon); 4. Chad Wheatley (Hon); 5. Brandon Leslie (Yam).

250 INT: 1. Jeremy Paget (Suz); 2. Joel McKinney (Yam); 3. Garet Golding (Yam); 4. Jon Craner (Yam); 5. Tyson Jacobs (Yam).

250 PRO: 1. Kipp Posey (Yam); 2. Kris Rourke (KTM); 3. Ty Birdwell (Kaw); 4. Marlo Painter (Hon); 5. Ty Carson (Kaw).

OPEN INT: 1. Jason Panzer (Kaw); 2. Adam Portue (Suz); 3. David Bahr (Yam); 4. Luke Taylor (Hon); 5. Nick Morrison (Kaw).

25+ JR: 1. Stuart Mulanix (KTM); 2. Daniel Lopez (Yam); 3. Steve Chaffin (Hon).

25+ INT: 1. Jon Craner (Yam); 2. Cortney Worline (Yam); 3. Zach Evans (Kaw); 4. Dan Carn (Kaw); 5. Shawn Walker (Yam).

25+ PRO: 1. Steve Liedberg (Suz); 2. Brad Bolton (Kaw); 3. Brad Frampton (Yam); 4. Ty Birdwell (Kaw); 5. Chad Wallwork (Yam).

30+ JR: 1. Arnie Alba (Yam); 2. Ben Williams (KTM); 3. Greg Lones (Yam); 4. Mike Palmer (Suz); 5. Steve Chaffin (Hon).

30+ INT: 1. Brent Beck (Kaw); 2. Rick Tripp (Yam); 3. Scott Seghetti (Kaw); 4. Jeff Christensen (Yam).

30+ PRO: 1. Steve Liedberg (Suz); 2. Brad Bolton (Kaw); 3. Ron Wehr (Yam); 4. Bryan Schritter (Kaw); 5. Rodney Reynolds (Yam).

40+: 1. Seth Butterfield (Kaw); 2. Scott Raymes (Hon); 3. Robert Wootton (Hon); 4. Jeff Carson (Kaw); 5. Joe Pratt (Yam).

WMN: 1. Jennifer Vauser (Yam).

Tysor tops Aonia Pass MX

By Gary Crider

WASHINGTON, GA, MAY 9

Greg Tysor overcame close competition to win the 250cc/Open C class in round four of the Sunoco Fuels-sponsored AMA Trans-MX Series at Aonia Pass MX. Christopher Bailey stormed to the wins in both A divisions, while Andrew Matusek styled to the 80cc Youth (9-12) and Junior Mini-class wins.

The first moto of 250cc/Open C racing featured an exciting four-stroke vs. two-stroke contest as YZ400F pilot Tysor matched wheels with YZ250-mounted Robby Bone. The duo thoroughly demonstrated the capabilities of their respective machines as they swapped the lead back and forth numerous times. A last-lap move by Bone garnered the lead and the moto win.

Tysor prevailed to win the final moto and the overall, while Bone ran into bad luck, finishing in the 13th spot. Bill Darley's 4-3 tally was good enough for runner-up honors, while series points leader Michael McCart suffered an uncharacteristic 10th-overall finish.

The Over 35 contest was a thriller as Donny Banks held off Johnny Borders in the winner-take-all final moto. Banks came away with a perfect score over Borders, while series leader Greg Lassiter had to settle for third place.

Borders returned in the Over 40 class, where his 2-1 score earned top honors over series leader Warner Wilbourn. Kevin Mathews celebrated his 40th birthday by winning the first moto but was sidelined with mechanical problems early in the final moto.

Billy Green and Jordan Meredith traded blows all day in 80cc D racing. The decisive moment came in the final moto, when Meredith passed race leader Green in midair. Meredith's lead was short-lived, however, as he crashed where he landed. Green held on for the class win, over Eric Molletta, while Meredith remounted to claim third overall.

Robert Chambers had the initial lead in both Unlimited Amateur motos, only to see Gordon Waggoner go by both times for the wins. Waggoner returned to win the 250cc B division as well, earning sufficient points to take over the series points lead in that class.

Results

VINT: 1. Benny Durrough (Mai); 2. Larry Stahl (Hus); 3. Michael Barker (Hus).

50 OIL-INJ: 1. Clay Hunnicutt (Yam); 2. Hunter Pittman (Yam); 3. Kristin Banks (Yam).

50 (4-6): 1. Josh Humphries (Cob); 2. Tyler Glance (Cob).

50 (7-8): 1. Jordan Pittman (Cob); 2. Joshua Lloyd (Cob); 3. Douglas Bailey (KTM); 4. Will Hardy (Yam).

60: 1. Jordan Gooch (Kaw); 2. Chris Osborne (Kaw); 3. Brent Carden (Kaw); 4. Jase Lewis (Kaw); 5. Jordan Pittman (KTM).

80 D: 1. Billy Green (Yam); 2. Eric Molletta (Yam); 3. Jordan Meredith (Kaw); 4. Justin Odom (Yam); 5. Keith Murphy (Hon).

YTH 80 (9-12): 1. Andrew Matusek (Suz); 2. Casey Spivey (Kaw); 3. Michael Graham (Kaw); 4. Lance Flowers (Suz); 5. Billy Green (Yam).

JR MINI: 1. Andrew Matusek (Suz); 2. Jordan Gooch (Kaw); 3. Casey Spivey (Kaw); 4. Aaron Nations (Kaw); 5. Michael Graham (Kaw).

SR MINI: 1. D.C. Thomason (Kaw); 2. King Smith (Suz).

S/MINI 100: 1. D.C. Thomason (Kaw); 2. King Smith (Suz); 3. Josh Mulligan (Yam); 4. Matt Howard (Hon); 5. Noah Harper (Hon).

SCHBY 125: 1. Danny Smith (Suz) 2. Chad Minter (Suz); 3. Chris Gibson (Yam); 4. Lee Mullis (Yam); 5. Lyles Sanders (Kaw).

125 D: 1. Jimmy Burdett (Yam); 2. Manuel Spear (Hon); 3. Justin Colvard (Hon); 4. Rob Sanders (Suz); 5. Michael Patterson (Kaw).

250 D: 1. Charles Thompson (Kaw); 2. Daran Epps (Hon); 3. Jose Hevia (Kaw); 4. Chris Pittman (Yam); 5. Melvin Smith (Yam).

125 C: 1. Dwayne Brown (Yam); 2. Mark Jugel (Yam); 3. David Schnitger (Suz); 4. Lou Harris (Yam); 5. Josh Haymes (Suz).

250 C: 1. Greg Tysor (Yam); 2. Bill Darley (Kaw); 3. Jay Irvin (Hon); 4. Robert Slaton (Kaw); 5. Warner Wilbourn (Suz).

125 B: 1. Danny Smith (Suz); 2. Robert Chambers (Yam); 3. Lee Jones (Suz); 4. Chris Gibson (Yam); 5. Chad Minter (Suz).

250 B: 1. Gordon Waggoner (Kaw); 2. Austin Gomez (Kaw); 3. Lee Jones (Suz); 4. Lee Mullis (Yam); 5. Shane McElwaney (Yam).

U/L AM: 1. Gordon Waggoner (Kaw); 2. Austin Gomez (Kaw); 3. Robert Chambers (Yam); 4. Lee Jones (Suz); 5. Bryan Wormley (Hon).

25+: 1. Tracey Barnett (Kaw); 2. Glenn Bates (Kaw); 3. Daniel Henderson (Kaw); 4. David Tucker (Suz); 5. Sam Kistler (Yam).

30+: 1. Glenn Bates (Kaw); 2. Greg Lassiter (Kaw); 3. Kevin Matthews (Kaw); 4. Marvin McDaniel (Yam); 5. Carl McEver (Hon).

35+: 1. Donny Banks (Yam); 2. Johnny Borders (Kaw); 3. Greg Lassiter (Kaw); 4. Kevin Matthews (Kaw); 5. Marvin McDaniel (Yam).

40+: 1. Johnny Borders (Kaw); 2. Warner Wilbourn (Kaw); 3. Steve Twombly (Yam); 4. Benny Durrough (KTM); 5. Mark Jugel (Yam).

125 A: 1. Christopher Bailey (Hon); 2. Troy Crisp (Suz); 3. Josh Whitmire (Yam); 4. Tracey Barnett (Kaw); 5. David Dishman (Suz).

250 A: 1. Christopher Bailey (Hon); 2. Ross Johnston (Hon); 3. David Dishman (Suz); 4. Josh Whitmire (Yam); 5. Troy Crisp (Suz).

SPECIAL OPEN AM: 1. Duncan Crittenden (Yam); 2. Micah Ross (Hon); 3. Byron Holt (Hon); 4. Chuck Denard (Hon); 5. Mike Gorlaski (Yam).

(Above left) Andrew Matusek (42) won the Junior Mini and 80cc Youth (9-12) classes at round four of the AMA Trans-MX Series, held at Aonia Pass in Washington, Georgia.

(Above) Over The Hill Gang rider Jeff Mason won a KTM 125SX at the LGMX Spring Series, held at Lemon Grove MX in Piru, California.

Barrett, Meadows got juice at Lemon Grove Motocross

By Judy Maday
Photo by Edward Hoyle

PIRU, CA, MAY 2-3

Mike Meadows and Christopher Barrett won the 125 and 250cc Novice classes, respectively, and also teamed up to win the Team Maxima challenge at the LGMX Spring Series held at Lemon Grove MX Park.

The conditions at Lemon Grove were perfect when the gate dropped in the 250cc Novice class, with Barrett and Meadows battling all the way. Barrett took the win in both motos, with Meadows second and Thousand Oaks Yamaha-backed Mike Embry in third.

In the 125cc Novice class, the battle for first was on between Meadows and Barrett again, but this time it was Barrett taking the win, with Colin Morrison in third.

On Sunday, the excitement mounted as the Team Maxima Challenge got under way. The team of R.J. Thompson and Colin Morrison were in the lead for most of the race, but the Barrett/Meadows duo put on the pressure and took the checkered flag by a wheel.

The winner of the 125cc KTM sponsored by Thousand Oaks Yamaha/Kawasaki/KTM was Jeff Mason with the Over The Hill Gang.

Results

Saturday

P/W 50 STRTR: 1. Tyler Smith (KTM); 2. Marcus Ellison (Lem); 3. Blake Uniack (KTM).

P/W LTD STK: 1. Kayl Kolkman (Yam).

P/W S/STK (4-6): 1. Cody Farrar (KTM).

P/W S/STK (7-9): 1. Bryce Terzian (KTM); 2. Garrett Lilly (KTM); 3. Marcus Carrillo (Lem); 4. Anthony Munoz (KTM).

P/W OPEN MOD (4-9): 1. Bryce Terzian (KTM); 2. Cody Farrar (KTM); 3. Garrett Lilly (KTM); 4. Anthony Munoz (KTM); 5. Marcus Carrillo (Lem).

60 STRTR: 1. Brandon Hamilton (Kaw); 2. Max Alatorre (Kaw); 3. Jon Stains (Kaw).

60 BEG: 1. Jason Endo (Kaw); 2. Kyle Cowling (Kaw); 3. Zachary Brown (Kaw).

50 OPEN: 1. Bryce Terzian (KTM); 2. Cody Farrar (KTM); 3. Garrett Lilly (KTM); 4. Marcus Carrillo (Lem).

60 OPEN: 1. Lance Coury (Kaw); 2. Jason Endo (Kaw); 3. Phillip Aube (Kaw); 4. Kyle Cowling (Kaw).

WMN OPEN: 1. Amy Link (Suz).

80 BEG: 1. Travis Mehterian (Hon); 2. Jess Albrecq (Kaw); 3. Steven Hoyle (Yam); 4. Darin Chisholm (Yam); 5. Evan Wilhelm (Kaw).

80 NOV: 1. Edward Herring (Kaw).

80 INT: 1. Vincent Rhoads (Yam).

125 BEG: 1. Jeff Ramboldt (Hon); 2. Jordan Burroughs (Suz); 3. Jesse King (Hon); 4. Dustin McKee (Yam).

125 NOV: 1. Michael Meadows (Yam); 2. Christopher Barrett (Suz); 3. Colin Morrison (Yam); 4. Chad Frank (Yam); 5. Jeff Brodsly (Yam).

125 INT: 1. R.J. Thompson (Kaw); 2. Nick Scott (Suz).

250 BEG: 1. Chuck St. Romain (Kaw); 2. Josh Hansen (Hon); 3. Jeremy Mason (Hon); 4. Neil Chisholm (Hon); 5. Jeff Walton (Hon).

250 NOV: 1. Christopher Barrett (Suz); 2. Michael Meadows (Yam); 3. Mike Embry (Yam); 4. Jon Merrifield (Suz); 5. Scott Meierhoff (Yam).

The Pee Wee (4-8) Auto class bunches up at the Loretta Lynn's Qualifier held at the Dutch Sports Park in Bloomingdale, Michigan.

250 INT: 1. Nick Scott (Suz); 2. Bruce Hiroshima (Suz); 3. David Fontes (Yam); 4. Greg Green (Hon); 5. Dano Lesere (Suz).

250 PRO: 1. Frankie Mecono (Kaw).

30+ BEG: 1. Jim Roth (CCM); 2. Sam Rodriguez (Yam); 3. Mike Schulhof (Yam); 4. Jeff Walton (Hon); 5. Nick Ybarro (Hon).

30+ NOV: 1. Mike Embry (Yam); 2. Jon Merrifield (Suz); 3. Dave Rodriguez (Hon); 4. Cliff Jennings (Yam); 5. Doug Fusderburg (Suz).

30+ INT: 1. Bruce Hiroshima (Suz).

30+ EX: 1. Rod Robertson (Yam); 2. Jim Henn (Suz).

40+ BEG: 1. Mark Broneau (Hon); 2. Tom Barnett (Yam); 3. Mark Martin (Kaw).

40+ NOV: 1. Kirk Lukrofka (Hon); 2. Chris Cumbo (Yam).

40+ INT: 1. George Jimenez (Kaw); 2. Tim McArdle (Kaw).

Sunday

P/W 50 STRTR: 1. Marcus Ellison (Lem); 2. Blake Uniack (KTM); 3. Tyler Smith (KTM).

P/W LTD STK: 1. Kayl Kolkman (Yam).

P/W S/STK (4-6): 1. Cody Farrar (KTM).

P/W S/STK (7-9): 1. Bryce Terzian (KTM); 2. Garrett Lilly (KTM); 3. Marcus Carrillo (Lem); 4. Anthony Munoz (KTM).

P/W OPEN MOD (4-9): 1. Bryce Terzian (KTM); 2. Cody Farrar (KTM); 3. Garrett Lilly (KTM); 4. Marcus Carrillo (Lem).

60 STRTR: 1. Max Alatorre (Kaw); 2. Jimmy Savatsy (Kaw); 3. Brandon Hamilton (Kaw); 4. Jon Stains (Kaw); 5. Troy Sommo (Kaw).

60 BEG: 1. Jason Endo (Kaw); 2. Riley Harper (Kaw); 3. Zachary Brown (Kaw); 4. Kyle Cowling (Kaw); 5. Brian Moore (Kaw).

80 STRTR: 1. Michael Pillar (Kaw).

50 OPEN: 1. Cody Farrar (KTM); 2. Bryce Terzian (KTM); 3. Anthony Munoz (KTM).

60 OPEN: 1. Riley Harper (Kaw); 2. Phillip Aube (Kaw); 3. Lance Coury (Kaw); 4. Kyle Cowling (Kaw); 5. Jason Endo (Kaw).

80 BEG: 1. Brett Rothas (Kaw); 2. Travis Mehterian (Hon); 3. Jess Albrecq (Kaw); 4. Steven Hoyle (Yam); 5. Darin Chisholm (Yam).

80 NOV: 1. Edward Herring (Kaw).

80 INT: 1. Vincent Rhoads (Yam).

125 BEG: 1. Jeff Ramboldt (Hon); 2. Jordan Burroughs (Suz); 3. Jesse King (Hon); 4. Sean Askins (Hon); 5. Vince Perry (Suz).

125 NOV: 1. Michael Meadows (Yam); 2. Brian Terry (Yam); 3. Chad Frank (Yam); 4. Colin Morrison (Yam); 5. Chris Barrett (Suz).

125 INT: 1. R.J. Thompson (Kaw); 2. Chris Neitzel (Kaw); 3. Nick Scott (Suz).

250 BEG: 1. Jeff Ramboldt (Hon); 2. Chuck St. Romain (Kaw); 3. Josh Hansen (Hon); 4. Dennis Wagoner (Yam); 5. Neil Chisholm (Hon).

250 NOV: 1. Chris Barrett (Suz); 2. Michael Meadows (Yam); 3. Mike Embry (Yam); 4. Brad Terry (Yam); 5. Brian Terry (Yam).

250 INT: 1. Nick Scott (Suz); 2. Chris Neitzel (Kaw); 3. Bruce Hiroshima (Suz); 4. Quinn Cody (Hon).

250 PRO: 1. Frankie Mecono (Kaw).

30+ BEG: 1. Jim Roth (CCM); 2. Jeff Walton (Yam); 3. Sam Rodriguez (Yam); 4. Doug Halsch (Suz); 5. Gary Garner (Yam).

30+ NOV: 1. Mike Embry (Yam); 2. Chris Sanchirico (Kaw); 3. Jon Merrifield (Suz); 4. Mark Poling (Suz); 5. Conrad Brooks (Suz).

30+ INT: 1. Bruce Hiroshima (Suz).

30+ EX: 1. Jim Henn (Suz); 2. Rod Robertson (Suz).

40+ BEG: 1. Mark Broneau (Hon); 2. Michael Pillar (Yam); 3. Mark Martin (Kaw).

40+ NOV: 1. Kirk Lukrofka (Hon).

40+ INT: 1. Tim McArdle (Kaw); 2. Conrad Brooks (Suz); 3. Greg Green (Hon).

S/MINI: 1. Vincent Rhoads (Yam); 2. Brett Rothas (Kaw).

TEAM MAXIMA CHALLENGE: 1. Chris Barrett/Mike Meadows (Suz); 2. Quinn Cody/Nick Scott (Suz); 3. R.J. Thompson/Colin Morrison (Yam); 4. Duane Quale/Jim Henn (Suz); 5. Greg Williams/Carl Foley (Yam).

Sly and Hochmuth style at Dutch Motocross

By Larry Witmer

BLOOMINGDALE, MI, MAY 2-3

Joey Sly took his Honda to the overall wins in both 125 and 250cc C divisions, and Greg Hochmuth took the win in the highly competitive Super Mini class at the Loretta Lynn's Qualifier held at the Dutch Sport Park.

The opening moto of the Super Mini class saw Suzuki-mounted Frank Jungnitsch pull the holeshot around the right-handed first corner. Greg Hochmuth of Pewaukee, Wisconsin, trailed close in second, with Tom Osmialowski in third and Danny Beckett in fourth. Hochmuth didn't waste any time making the pass over Jungnitsch. Hochmuth made his pass in the east sand section with an inside line, pushing Jungnitsch wide. Hochmuth opened up a lead by the completion of the first lap, while Jungnitsch, Beckett and Osmialowski were having a great battle for the runner-up position. Hochmuth continued to outpace his rivals while they battled it out behind the Suzuki-mounted speedster.

Things heated up on the third lap when the trio of Jungnitsch, Beckett and Osmialowski went three-wide into the sand switchbacks. Something had to give, and it was the Suzuki of Beckett going down in the rough, sandy corner. Osmialowski came out on the good end of the battle with second place, and Jungnitsch took third. Hochmuth cruised home with the win, with Osmialowski finishing second by just a fender over Jungnitsch. After the quick get-off by Beckett, he got back up to speed to card a fourth. Chris Riesenbe made the trip from Manson, Iowa, worthwhile by taking the fifth spot.

The second-moto holeshot went to Hochmuth; he was trailed by Jungnitsch and quick-starter Mitch Dervin on his Max Pitts-supported Yamaha. Hochmuth did his disappearing act again, checking out from the field, while Beckett got by Dervin in the rockers for the third spot. Completing the first lap, Hochmuth had five seconds on Jungnitsch, with Beckett close in third. Behind them, Dervin was feeling pressure from Riesenbe and Osmialowski for the fourth spot. Osmialowski managed to get by both Dervin and Riesenbe on the second lap in the sand switchbacks.

Hochmuth was cruising way out in front by the white flag, but the mistake-free ride came to a quick, crashing end in the demanding sand switchbacks. Hochmuth remounted and refired his Kawasaki just in time as Jungnitsch moved into view. Hochmuth kept his cool and rode mistake-free to the checkers to earn the win and the overall for the day; Jungnitsch came home second, good for the runner-up slot; and Osmialowski held off the advances of Beckett for third. Consistency paid off for Riesenbe as he took the fifth spot and a direct transfer to the Regional in Mitchell, Indiana.

In the 125/250cc C division, Muskegon, Michigan's Sly rode his Honda to commanding wins, making it look easy. He ripped both holeshots in the 125cc C class, leaving the rest of the pack in his roost. Unfortunately, the "Sly Dog" had to work for his wins in the 250cc class after two bad starts. Maybe Sly wanted to practice some passing techniques, but we wish him and the field the best of luck down at Loretta Lynn's.

Results

Saturday

AUTO (4-8) SS: 1. Jerry Stoken (Yam); 2. Zachary Hays (Yam); 3. Jared Hays (Yam); 4. Travis Adams (Yam); 5. Steve Laughlin (Yam).

AUTO (4-6): 1. Tyler Murray (Cob); 2. James Schnaus (Cob); 3. Austin Left (Cob); 4. A.J. Alleshouse (Cob); 5. Michael Ross (KTM).

AUTO (7-8): 1. John Heinlen (Cob); 2. Jake Erickson (Cob); 3. Damon Gabbert (Cob); 4. Brett Wagner (Cob); 5. Anthony Jennings (Cob).

60 (10-11): 1. Josh Lichtle (Kaw); 2. Kyle Rothgeb (Kaw); 3. Adam Coles (Kaw); 4. Robert Loire (KTM); 5. Brett Bourdage (Kaw).

60 (7-9): 1. Eric Miller (Kaw); 2. Jerry Lorenz (Kaw); 3. Corey Slavik (Kaw); 4. Shane Sewell (Kaw); 5. Jake Fricker (Kaw).

80 (7-11): 1. Nick Adams (Kaw); 2. Matt Hopkins (Yam); 3. Josh Lichtle (Yam); 4. Jacob Marsack (Yam); 5. Kody Kolitor (Yam).

80 C: 1. Kyle Bagladi (Kaw); 2. Nate Larsen (Kaw); 3. Jeff Thompson (Hon); 4. Steve Horton (Kaw); 5. Addison Coe (Yam).

S/MINI: 1. Danny Beckett (Hon); 2. Tom Osmialowski (Kaw); 3. Nick Adams (Kaw); 4. Matt Hopkins (Yam); 5. Frank Jungnitsch (Suz).

125 A: 1. Richard Watson (Suz); 2. Jason Vienot (Yam); 3. James Abbott (Suz); 4. Gary Schroyer (Yam); 5. Matt Myers (Kaw).

125 B: 1. Jamie Beckett (Suz); 2. Jeremiah Badgley (Suz); 3. Justin Thompson (Ron); 4. Keith Seeger (Hon); 5. Justin Brusseau (Yam).

125 C: 1. Joey Sly (Hon); 2. William Vanderharr (Suz); 3. Mikey Turnblom (Suz); 4. Jacob Neumann (Yam); 5. Nic Manion (Yam).

250 A: 1. James Abbott (Suz); 2. Jason Vienot (Yam); 3. Matt Myers (Kaw); 4. Richard Watson (Suz); 5. Brad Jeroninski (Kaw).

250 B: 1. Jamie Beckett (Suz); 2. Darby Fowler (Suz); 3. Keith Seeger (Hon); 4. Ryan Damn (Suz); 5. Trent Johnson (Yam).

250 C: 1. Joey Sly (Ron); 2. Jason Ashby (Suz); 3. Michael Wieland (Kaw); 4. Chris Dell (Hon); 5. Robert Pierce (Hon).

125 (12-15): 1. Greg Hochmuth (Suz); 2. Corey Paulsell (Yam); 3. Jeremy Riesenberg (Hon); 4. Tim Hill (Suz); 5. James Taylor (Yam).

16-24: 1. Russ Dombrowski (Hon); 2. Dane Grivicic (Yam); 3. Justin Brusseau (Yam); 4. Joe Kersanty (Kaw); 5. William Flora (Kaw).

25+: 1. Darren Borcherding (Yam); 2. Rodney Seibert (Yam); 3. Gary Radzicki (Kaw); 4. Chris Cummings (Kaw); 5. Dannie Larder (Yam).

30+: 1. Larry Witmer (Suz); 2. Darren Borcherding (Yam); 3. Rodney Seibert (Yam); 4. Chris Cummings (Kaw); 5. Mark Laughlin (Suz).

35+: 1. Fred Mervau (Kaw); 2. John Rymer (Kaw); 3. Louis Sewell (Hon); 4. Don Darrow (Yam).

NON-CUR: 1. Justin Thompson (Hon); 2. Joe Coe (Yam); 3. Paul Ransler (Hon); 4. Don Darrow (Yam).

40+: 1. Larry Witmer (Suz); 2. Ron Hayes (Suz); 3. Gary Schroyer (Yam); 4. Tom Cole (Kaw).

Sunday

AUTO (4-8) SS: 1. Zachary Hays (Yam); 2. Steve Laughlin (Yam); 3. Jared Hays (Yam); 4. Travis Adams (Yam); 5. Harry Johnson (Suz).

AUTO (4-6): 1. A.J. Alleshouse (Cob); 2. Autin Lett (Cob); 3. Chad Cooley (KTM); 4. Kyle Regal (Lem).

AUTO (7-8): 1. Kyle McConnell (Cob); 2. Dominic Izzi (Cob); 3. Thomas Fisher (Cob); 4. Matt Sparks (Lem); 5. Brian Papst (Cob).

60: 1. Josh Lichtle (Kaw); 2. Eric Miller (Kaw); 3. Kyle Rothgeb (Kaw); 4. Corey Slavik (Kaw); 5. Jerry Lorenz (Kaw).

80 (9-13): 1. Brad Modjewski (Suz); 2. Tom Osmialowski (Kaw); 3. Nick Adams (Kaw); 4. Kory Kolitor (Yam); 5. Jacob Marsack (Yam).

80 (7-11): 1. Nick Adams (Kaw); 2. Matt Hopkins (Yam); 3. Marcus Shaver (Suz); 4. Eric Miller (Suz); 5. Kyle Rothgeb (Kaw).

80 (12-15): 1. Nick Vaughn (Kaw); 2. Frank Jungnitsch (Suz); 3. Kory Warstler (Kaw); 4. Mitch Dervin (Yam); 5. Mitch Sluder (Yam).

80 C: 1. Kasey Turley (Hon); 2. Matt Frederick (Hon); 3. Kyle Bagladi (Kaw); 4. Jeff Thompson (Hon); 5. Steven Horton (Kaw).

125 A: 1. Jason Vienot (Yam); 2. Gary Schroyer; 3. Brad Jeroninski (Kaw); 4. John Rowley (Suz); 5. James Abbott (Suz).

125 B: 1. Jamie Beckett (Suz); 2. Jeremiah Badgley (Suz); 3. Justin Brusseau (Yam); 4. Dustin Wise (Suz); 5. Darby Fowler (Suz).

125 C: 1. Joey Sly (Hon); 2. Jacob Newman (Yam); 3. Mikey Turnblom (Suz); 4. Chad Brackett (Yam); 5. Judd Bagladi (Kaw).

250 A: 1. James Abbott (Suz); 2. David Gaylord (Kaw); 3. Brad Jeroninski (Kaw); 4. John Rowley (Suz); 5. Gary Radzicki (Kaw).

250 B: 1. Darby Fowler (Suz); 2. Jamie Beckett (Suz); 3. Keith Seeger (Hon); 4. Ken Garcia (Hon); 5. Justin Thompson (Hon).

250 C: 1. Joey Sly (Hon); 2. Jacob Newman (Yam); 3. Jason Ashby (Suz); 4. Austin Henderson (Yam); 5. Raymond Medina (Yam).

125 (12-15): 1. Jeremy Riesenberg (Hon); 2. Corey Paulsell (Yam); 3. Tony Milks (Hon); 4. Greg Hochmuth (Suz); 5. Jon Mitchell (Yam).

16-24: 1. Gary Schroyer (Yam); 2. Justin Brusseau (Yam); 3. Rodd Nelson (Kaw); 4. Eric Bowman (Kaw); 5. Russ Dombrowski (Kaw).

25+: 1. Darren Borcherding (Yam); 2. John Sier (Kaw); 3. Bobby Wagner (Suz); 4. David Gaylord (Kaw); 5. Gary Radzicki (Kaw).

30+: 1. John Sier (Kaw); 2. Darren Borcherding (Yam); 3. Larry Witmer (Suz); 4. Bobby Wagner (Suz); 5. Mark Laughlin (Suz).

35+: 1. Doug Fozo (Kaw); 2. Gerald Lander (Hon).

40+: 1. Larry Witmer (Suz); 2. Rick Walsworth (Hus); 3. Ron Hayes (Suz); 4. Gary Schroyer (Yam); 5. Alan Bowman (Hon).

50+: 1. Bob Chapman (Hon).

4-STRK 0-650: 1. Eddie Ray (Yam); 2. Jason Vienot (Yam); 3. Harold Goodman (Yam); 4. Tom Stankiewicz (Yam); 5. Natan Fookes (Hus).

NON-CUR: 1. Justin Thompson (Hon); 2. Russell Johnson (Suz); 3. Bob Tanner (Yam); 4. Paul Ransler (Hon); 5. Larry Haag (Kaw).

S/MINI: 1. Greg Hochmuth (Kaw); 2. Frank Jungnitsch (Suz); 3. Tom Osmialowski (Kaw); 4. Danny Beckett (Hon); 5. Chris Riesenbe (Hon).

WMN: 1. Daria Hinkle (Hon); 2. April Schroyer (Hon); 3. Kim Gondzar (Hon).

Ledesma, Ammann duel at Firebird Road Race

By Michael Ross

CHANDLER, AZ, MAY 2-3

Mark Ledesma and A.J. Ammann went at it like two junkyard dogs fighting over a ham bone during the most recent round of racing in the CCS Southwest Sprint Series at Firebird Raceway.

At first it looked like Ammann wouldn't even make it to the scrap, let alone put up a fight. The Suzuki rider fought a persistent oil leak for most of the day on Saturday, which he finally traced to a faulty O-ring on the starter motor. By Sunday morning, he was ready to skirmish.

Meanwhile, Ledesma was simply going about his business. Ledesma is heir apparent to the number-one plate and currently holds the overall points lead. He increased his lead by trouncing the field in the red-flag-shortened GT3 race and then set off for the winner's circle in GT1. Later, he handily won the Lightweight GP race with a string of low 1:14s on his EX500, then did the same in the Lightweight Superbike class.

Racing got under way on Sunday under clear skies with temperatures in the low 90s. Ledesma and Ammann tussled for the first time during the Heavyweight Superbike division, and it was Ammann who took the holeshot, with Ledesma in hot pursuit. They pulled away from Chris Greve and turned consistent laps in the middle to low 1:09s.

Ammann led most of the laps as Ledesma repeatedly pulled out of the draft and had a look down the inside as they entered turn one, but Ammann protected his line and held fast. As the two leaders got into lapped traffic, it was Ammann who read it best and pulled out the biggest lead he had all day - two bike lengths. He held his advantage to the flag and took the win.

The next race saw Ammann card the Unlimited Superbike win over Mark Hensley by two seconds as he got ready to meet Ledesma again in Unlimited GP class. All eyes were on the starter as Ledesma got the jump and took the 15-rider field into turn one. By the end of the first lap, Ammann was on Ledesma's rear fender and trying to close up the gap. Jason Parker started well and put his GSXR750 into third place on the first lap. Hensley was moving up after his fifth-place start and slotted into fourth behind Parker on the second lap.

Ledesma put his head down and clicked off several laps in the 1:08 range. His quickest was a 1:08.4, which was enough to pull away from Ammann. Ammann tried to close it back up, but Ledesma's ZX7 had too much acceleration and he lost contact. Ledesma won by 4.71 seconds, with Parker trailing Ammann by 2.74 seconds. Hensley finished in fourth, .52 of a second behind Parker, and Greve rounded out the top five 4.05 seconds later.

"My bike was working great," reported Ledesma immediately after the race. "I changed to another tire after A.J. (Ammann) beat me in the Heavyweight Superbike race and I just cruised."

"I couldn't keep up," explained Ammann. "He (Ledesma) just kept getting a couple more tenths. How did he get through traffic like that? His bike was just too quick today."

Results

U/L SPT/BK EX: 1. Chris Greve (Suz); 2. Roger Heemesbergen (Suz); 3. James Cox (Yam); 4. James Mueller (Suz).

H/W SPT/BK EX: 1. Jason Parker (Suz); 2. Chris Greve (Suz); 3. Chris Bush (Suz); 4. Rick Stratton (Suz); 5. Jared Kapoor (Hon).

H/W SPT/BK AM: 1. Robb Martin (Suz); 2. Trent Feltman (Kaw); 3. Greg Gillis (Hon); 4. Donald Blattert (Hon); 5. Mike Wiebe (Suz).

M/W SPT/BK EX: 1. Cass Morgan (Hon); 2. John Jewett (Suz); 3. John Ritter (Hon); 4. Mike Noschese (Yam); 5. Jared Kapoor (Hon).

M/W SPT/BK AM: 1. Greg Gillis (Hon); 2. Donald Blattert (Hon); 3. Eric Anderson (Duc); 4. Michael MacLean (Hon); 5. Craig Lindeman (Hon).

L/W SPT/BK EX: 1. Scott Jensen (Kaw).

L/W SPT/BK AM: 1. Charles Coyle (Kaw); 2. Troy Tinsley (Hon); 3. Tom Chauncey (Duc).

SR SPT/BK EX: 1. Rick Stratton (Suz); 2. Charles Dixon (Yam); 3. Craig Frank (Kaw).

SR SPT/BK AM: 1. Tom Chauncey (Duc).

U/L S/BK: 1. A.J. Ammann (Suz); 2. Mark Hensley (Suz); 3. James Cox (Yam); 4. Rick Stratton (Suz); 5. Chris Jean-Claude Malterre (Hon).

H/W S/BK EX: 1. A.J. Ammann (Suz); 2. Mark Ledesma (Kaw); 3. Chris Greve (Suz); 4. Rory Palmer (Suz); 5. Eric Haugo (Yam).

H/W S/BK AM: 1. Robb Martin (Suz); 2. Mike Wiebe (Suz); 3. Trent Feltman (Kaw); 4. Kenneth Conteen (Suz); 5. Joe Baum (Kaw).

M/W S/BK EX: 1. Cass Morgan (Hon); 2. John Ritter (Hon); 3. James Cox (Yam); 4. Jared Kapoor (Hon); 5. John Jewett (Suz).

M/W S/BK AM: 1. Greg Gillis (Hon); 2. Eric Anderson (Duc); 3. Michael MacLean (Hon); 4. Jesse Provencio (Hon); 5. Craig Lindeman (Hon).

L/W S/BK EX: 1. Mark Ledesma (Kaw); 2. Scott Jensen (Kaw).

L/W S/BK AM: 1. Brian Banna (Hon); 2. Richard Webster (Kaw); 3. Christopher Sedillo (Kaw); 4. Brandon Yoder (Kaw); 5. Tom Chauncey (Duc).

U/L GP: 1. Mark Ledesma (Kaw); 2. A.J. Ammann (Suz); 3. Jason Parker (Suz); 4. Mark Hensley (Suz); 5. Chris Greve (Suz).

M/W GP EX: 1. Mike Noschese (Yam); 2. Cass Morgan (Hon); 3. James Cox (Yam); 4. John Jewett (Suz); 5. John Ritter (Hon).

M/W GP AM: 1. Donald Blattert (Hon); 2. Michael MacLean (Hon); 3. Eric Anderson (Duc); 4. Tim Grant (Hon); 5. Brad Rushton (Suz).

L/W GP EX: 1. Mark Ledesma (Kaw); 2. Terry Spell (Hon); 3. Scott Jensen (Kaw).

L/W GP AM: 1. Chris Nicoloff (Hon); 2. Richard Webster (Kaw); 3. Charles Coyle (Kaw); 4. Brian Banna (Hon); 5. Brandon Yoder (Kaw).

GP S/G: 1. Terry Spell (Hon).

S/TW EX: 1. Mark Ledesma (Kaw); 2. Scott Jensen (Kaw); 3. James Mueller (Suz).

S/TW AM: 1. Eric Anderson (Duc); 2. Scott Thomas (Duc); 3. Steven Park (Hon); 4. Richard Webster (Kaw); 5. Kent Maas (Suz).

H/W SPTSMN EX: 1. Scott Jensen (Kaw).

H/W SPTSMN AM: 1. Eric Anderson (Duc); 2. Charles Coyle (Kaw); 3. Christopher Sedillo (Kaw); 4. David Mills (Suz); 5. Steven Hymer (Kaw).

L/W SPTSMN EX: 1. Mark Ledesma (Kaw); 2. Scott Jensen (Kaw); 3. Barney Wright (Duc).

L/W SPTSMN AM 1. Charles Coyle (Kaw); 2. Richard Webster (Kaw); 3. Tom Chauncey (Duc); 4. Brandon Yoder (Kaw); 5. David Ramsey (Yam).

GT1 EX: 1. Mark Ledesma (Kaw); 2. Jason Parker (Suz); 3. Chris Greve (Suz); 4. Rick Stratton (Suz); 5. Chris Jean-Claude Malterre (Hon).

GT1 AM: 1. Robb Martin (Suz); 2. Trent Feltman (Kaw); 3. Craig Lindeman (Hon); 4. Steve Kopp (Hon); 5. Bryan Skinner (Suz).

GT2 EX: 1. John Jewett (Suz); 2. Cass Morgan (Hon); 3. John Ritter (Hon); 4. William Gates (Hon); 5. Lawrence Kaplan (Suz).

GT2 AM: 1. Donald Blattert (Hon); 2. Michael MacLean (Hon); 3. Eric Anderson (Duc); 4. Chris Nicoloff (Hon); 5. Steve Kopp (Hon).

GT3 EX: 1. Mark Ledesma (Kaw); 2. Scott Jensen (Kaw); 3. Michael Ross (Hon); 4. Terry Spell (Hon); 5. John Jewett (Kaw).

GT3 AM: 1. Chris Nicoloff (Hon); 2. Charles Coyle (Kaw); 3. Richard Webster (Kaw); 4. Henry Wang (Hon); 5. Tom Chauncey (Duc).

Loretta Lynn's Dual Sport Ride

By Bob Johnson

HURRICANE MILLS, TN, MAY 2-3

Ever wonder where the mud that earned the Mississippi River the nickname "Big Muddy" comes from? It comes from western Tennessee, that's where. And at the pre-ride meeting for this dual sport ride, former National Enduro Champion Jeff Russell said it was the first time this year he'd seen the sun in western Tennessee. The crowd responded with a mixture of muffled laughter and groans, as they knew they were going to get a good taste of Big Muddy.

This area's springtime weather was filled with El Niño-spawned rainstorms and the occasional deadly tornado. Russell tried to dispel riders' fears by commenting, "The water in the creek crossings is only up to your pegs," but it didn't help much because he followed this by saying, "It's really muddy out there." When even an ex-champ notices the mud, you know you're in trouble. Before the end of the day, some of the riders who got in trouble were looking for Russell because they wanted to see a motorcycle with the pegs mounted up around the seat.

Russell ended the riders' meeting by saying, "If you can make it through the first section, you won't have any problems with the rest of the course."

He was lying.

The first 12.6 miles, which took riders away from Loretta Lynn's Ranch and onto nearby public lands, had a bail-out at the 5-mile mark, but it wasn't the toughest part of the route.

Even a post-lunch hillclimb, which had impatient riders bushwhacking through the forest rather than enduring the traffic jam at the bottom, wasn't the toughest part of the ride. The toughest part of the ride was the Mississippi mud. It clung to every part of everything and made your dual sport steer like a street bike with two flat tires. The first gas stop, at 36 miles, had four-stroke riders worried and two-stroke owners absolutely panicked. The sticky mud rivaled any man-made adhesive until it got wet and changed into something with a very low coefficient of friction.

Ice would be a good example. When it wasn't winding through mud or across rocks, the trail navigated streambeds land-mined with seat-deep potholes hidden by opaque floodwaters. Riders hoped the water would wash the pounds of muck from their machines, but once the mud was piled on, it was no longer water-soluble. It made you wonder if the government was playing a cruel joke by experimenting on some hapless riders with some top-secret soil obtained from a planet in some faraway galaxy.

Lunch was served at Loretta Lynn's Ranch, at which was spotted a couple of dozen mud sculptures tied onto trailers and into the beds of pickup trucks. Riders were served barbecue sandwiches and baked beans, which were being rationed even before the first wave of front-runners were through. Fighting the Mississippi mud worked up appetites to a level the organizers hadn't anticipated. After lunch, a 20-mile pavement section was followed by the only "caution" on the day's route - recent flooding had created an obstacle course of moguls. They were a cross between supercross whoops and motocross G-out jumps.

Another 12 miles of pavement took riders to the nearest sizable town, where a local motorcycle dealer had Christmas in May selling tubes and levers. Then it was another 20 miles of pavement and two miles of trail to the finish.

Dinner, complete with live country music, was scheduled for 6 p.m. at an outdoor pavilion on Loretta Lynn's Ranch. The organizers had prepared a southern-style catfish fry with coleslaw and corn bread, but by 5:55 p.m., only a dozen expert riders were showered and seated. The rest of the riders were still on the trail. Intermediate-level riders arrived by 7:30 p.m., and novices on anything less than a two-stroke enduro mount or a $7000 four-stroke didn't appear until after dark.

The highlight of the day was the poker stop at Stewart Branch Saloon. It was located, appro-

PROGRAM SCHEDULE

DATE	TIME	PROGRAM	NETWORK
Tue. 6/2	10pm est.	Grand Prix 250	SPEEDVISION
Tue. 6/2	8pm est.	AMA Formula Xtreme - Road Atlanta	SPEEDVISION
Fri.6/5	9pm est.	AMA Supersport - Road Atlanta	SPEEDVISION
Sat. 6/6	*6pm local	AMA Superbike - Road Atlanta	FOX SPORTS NET
Sun. 6/7	*5pm local	World Superbike - Germany	FOX SPORTS NET
Sun.. 6/7	10pm est.	World Superbike - Nurburgring	SPEEDVISION
Sun. 6/7	5pm est.	Canadian Motocross - Barrie	SPEEDVISION

*Check your local listing for air time on your regional sports network

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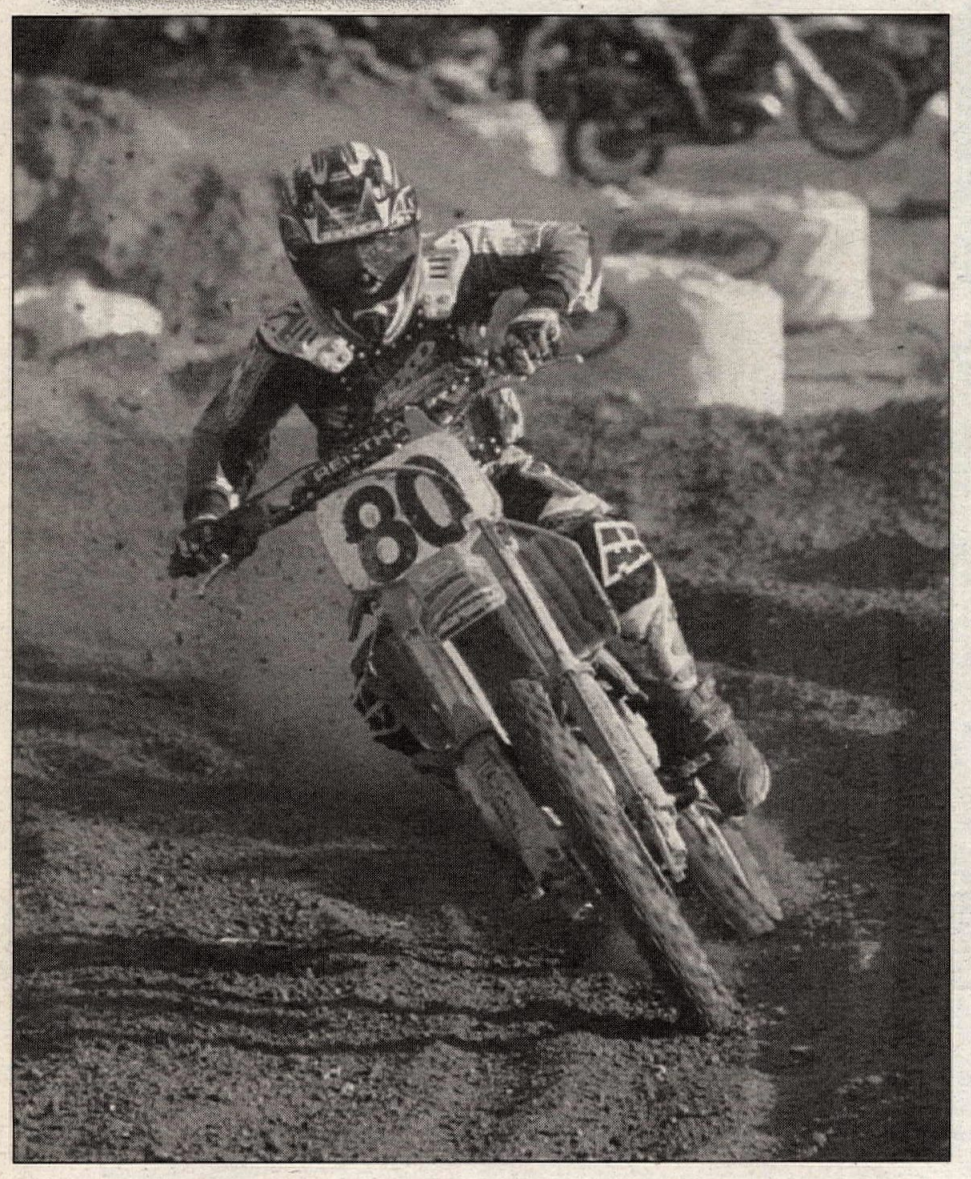

Tim Langdon won the 125 and 250cc Pro classes at round two of the Full Blown Promotions Saturday Night Supercross Series, held at the Antelope Valley Fairgrounds in Lancaster, California.

priately enough, off Tennessee Route 13 at the far end of a dirt road. This place didn't serve food, just drink. It was supposed to be the local hot spot, but one rider said, "It looked like a good place to get shot."

Day two started the same way as day one - 12.6 miles of muddy trail. Then they added another 12 miles of Mississippi mud just for fun. This, thankfully, was followed by 70 miles of dirt and paved roads, ending with 6 miles of trail. If you took all the A-section bypasses, you could finish in less than five hours and be treated to a deli-style spread at Loretta Lynn's Ranch before all the food was gone.

Lancaster Supercross wins to Langdon

By Greg Robertson

LANCASTER, CA, MAY 2

Team Green's Tim Langdon was definitely the man to beat at round two of Full Blown Promotion's Saturday Night Supercross. Langdon found the Antelope Valley Fairgrounds' hard-packed dirt to his liking, and he won both the 125 and 250cc Pro classes.

Danny Carlson put his Chaparral-based YZ250 out front as the single-race 250cc Pro class got under way. Chad Wollaston gated second and found himself in the lead on the opening lap when Carlson got out of shape in a long whoop section. YZ400F-mounted Tony Sulek closed in on Carlson, making it a three-rider battle for the lead. Wollaston would lead the next six laps - up until the halfway point, when the riders are stopped and then lined up again, with the leader going to the back of the pack and given a cash incentive to repass as many riders as he can during the second half.

Carlson led Ty Kady, who was quickly around Sulek on the restart. Langdon was up to fourth, ahead of Mat Bateman and Brian Sweany. Wollaston was picking off riders until he connected with Langdon in a turn and went down. Kady then pressured Carlson for a few laps before taking the lead. Langdon followed suit, pushing Carlson back to third and setting out after Kady.

Langdon was using every line on the track to try to find a way around Kady, and he got a break when Kady bobbled in the whoops with only a lap remaining. Langdon won the dash to the checkers over Kady for the win. Carlson held off Sulek for third, with Bateman earning fifth.

Langdon returned later in the evening to dominate the 125cc Pro class aboard his Thousand Oaks/AXO/Pro Circuit-backed KX125. Jeremy Chaussee earned the second-place money over Carlson, Kady and Ryan Orr.

Results

P/W BEG: 1. Chris Pulliam (Lem); 2. Douglas Allan (Cob); 3. Dylan Pemberton (Cob); 4. Ethan Flores (KTM); 5. Chris Deeds.

P/W S/STK (0-6): 1. Garrick Noble (Cob); 2. Blake Baggett (Cob); 3. Alan Jiron (Cob); 4. Cole Pugmire; 5. Chris Plouffe (KTM).

P/W S/STK (7-8): 1. Bryce Terzian (KTM); 2. Tylor Hemme (KTM); 3. Daniel Kariger (KTM); 4. Matthew Richardson (Cob); 5. Taylor Lacey (KTM).

P/W MOD (0-6): 1. Blake Baggett (Cob); 2. Garrick Noble (Cob); 3. Alan Jiron (Cob).

P/W MOD (7-8): 1. Bryce Terzian (KTM); 2. Jake Hulett (Lem); 3. Matthew Richardson (Cob); 4. Tylor Hemme (KTM); 5. Scott Noble (Cob).

P/W 80: 1. Joshua Swafford (Yam); 2. Michael Peek (Yam); 3. Nellshawn Walker (Yam); 4. Kevin Lipp (Suz); 5. Lloyd Steele (Hon).

S/P/W: 1. Tylor Hemme (KTM); 2. Blake Baggett (Cob).

60 BEG: 1. Riley Harper (Kaw); 2. Roberto Jiron (Kaw); 3. Kyle Jenkins (Kaw); 4. Nicholas Sanchez (Kaw); 5. Jeremy Reddell (Kaw).

60 (0-8): 1. Trent Pugmire (Kaw); 2. Jake Hulett.

80 BEG: 1. Tim Cobb (Hon); 2. Bonnie Kelly (Yam); 3. Adam Wilson (Hon); 4. Jason Husband (Hon); 5. Ricky Parks (Yam).

80 NOV: 1. Ryan Roybal (Hon); 2. Cory Redenis (Suz); 3. Andy Pierce (Yam); 4. Ricky Hemme (Suz); 5. Pablo Quintanilla (Yam).

80 INT: 1. J.R. Terry (Yam).

PP GRLS: 1. Bonnie Kelly (Yam); 2. Tiffany Smith (Yam); 3. Jennifer Parks (Kaw); 4. Tiffany Toneman (Kaw).

PP WMN: 1. Melissa Billingsley (Yam); 2. Candace Smith (Hon); 3. Noelle Miller (Yam).

125 BEG: 1. C.J. Tisinger (Suz); 2. Jeremy Ray (Yam); 3. T.J. Dee (Hon); 4. Bo Williams (Suz); 5. Hank Zeman (Hon).

125 NOV: 1. C.J. Adams (Yam); 2. Donnie Durrer (Yam); 3. Chris Elliott (Yam); 4. Jeremy Cruse; 5. Eugene Wheeler (Yam).

125 INT: 1. Michael Young (Yam); 2. Chris Tocco (Yam); 3. Matt Armstrong (Yam); 4. Andreu Labrador (Yam); 5. Mike Gibson (Hon).

125 PRO: 1. Tim Langdon (Kaw); 2. Jeremy Chaussee (Kaw); 3. Danny Carlson (Yam); 4. Ty Kady (Suz); 5. Ryan Orr (Yam).

250 BEG: 1. Josh Mason (Kaw); 2. Matt Bundy (Kaw); 3. Bo Williams (Hon); 4. Garrett Stines (Hon); 5. Kenny Wright (Kaw).

250 NOV: 1. Roger Holder (Suz).

250 INT: 1. Brandon Milstead (Suz); 2. Mattas Jacobson (Suz).

250 PRO: 1. Tim Landon (Kaw); 2. Ty Kady (Suz); 3. Danny Carlson (Yam); 4. Tony Sulek (Yam); 5. Mat Bateman (Suz).

VET BEG: 1. Rick Parks (Hon); 2. Larry Hipp (Yam).

SR BEG: 1. Tim Damon (Hon); 2. Curtis Brown (Hon); 3. Dan Mroz (Yam); 4. Ken Lipp (Suz).

Thayer, Kendall top Prineville Supercross

By Clay Light

PRINEVILLE, OR, MAY 3

Jon Thayer, riding a Yamaha, and Honda-mounted Jeremy Kendall were among the winners during the Amateur portion of the Northwest Supercross Series, held at the Crook County Fairgrounds. Thayer topped the Vet class, while Kendall's win came in 250cc Intermediate action.

Thayer went unchallenged to his Vet-class win, beating fellow YZ pilot Dave Cheney. Cheney and his brother Troy were the promoters of the event, and he got off the line last in the main event and clawed his way forward. Trailing the Yamaha-mounted duo were Bill Kinney, Mike Taylor and Rod Zobrist.

Kendall and Suzuki rider Chad Baxter were the front-runners in the highly competitive 250cc Intermediate class. It was Kendall, though, coming out in front of the mayhem to net a win. Baxter finished second, ahead of Travis Ceniga and Marc Melendrez.

Yamaha rider Mike Bland, winner of one of the two 125cc Beginner-class qualifiers, took immediate control of the 19-rider final, followed by Suzuki rider Josh Huerda, Scott Fisher, Sean Light and Justin Harris. While Bland easily increased his lead for the win, Huerda tried in vain to close the gap but wound up taking second, ahead of Fisher, Brody Baxter, Light and Joe Licitra.

One of the day's top performances came from KX60-mounted Jordan Mockridge in the combined Supermini/80cc Beginner final. While his brother Tyler Mockridge ran out front from start to finish, the younger sibling carved through traffic after a poor start to overtake a multitude of 80cc machines to win the 16-rider 80cc Beginner class. Ken Hammontree followed the Mockridge tandem to the finish, followed by Allen Tompkins, Kolt Ceniga and Yamaha rider Cody Sprague.

Results

P/W: 1. Kyle Hammontree (KTM); 2. Ian McLagan (KTM); 3. Troy Caldwell (Yam); 4. T.J. Hardy (KTM); 5. Carson Mockridge (Lem).

60 BEG: 1. Mark Berry (Kaw); 2. Byron Young (Kaw); 3. Ian McLagan (Kaw); 4. Stephen Neimann (Kaw); 5. Glenn Crowden (Kaw).

80 BEG: 1. Jordan Mockridge (Kaw); 2. Allen Tomkins (Kaw); 3. Kolt Ceniga (Kaw); 4. Cody Sprague (Yam); 5. Jeremy Wells (Hon).

125 BEG: 1. Mike Bland (Yam); 2. Josh Huerta (Suz); 3. Scott Fisher (Kaw); 4. Brody Baxter (Hon); 5. Sean Light (Kaw).

250 BEG: 1. Jim Larsen (Yam); 2. Jason Sikes (Kaw); 3. Curtis Paulson (Kaw); 4. Chris Thoensen.(Suz); 5. Tyler Fitzsimons (KTM).

250 INT: 1. Jeremy Kendall (Hon); 2. Chad Baxter (Suz); 3. Travis Ceniga (Hon); 4. Marc Melendrez (Yam); 5. Josh Bispo (Hon).

VET: 1. Jon Thayer (Yam); 2. Dave Cheney (Yam); 3. Bill Kinney (Hon); 4. Mike Taylor (Yam); 5. Rod Zobrist (Yam).

40+: 1. Tim Sullivan (Kaw); 2. Gary Gump (KTM); 3. Doug Dunnigan (Suz); 4. Randy Brooks (Hon); 5. Pat Brown (Kaw).

S/MINI: 1. Tyler Mockridge (Kaw).

Woods on fire at D-15 Hillclimb opener

By Bud Northrup

MIDDLEBURY, IN, APR. 26

The District 15 hillclimb season, as usual, opened at the Goshen Iron Horsemen Hill. The day was cold and rainy, but the sandy hill absorbs moisture well and the times were as fast as usual. Fastest of all was Mike Woods from Bay City, Wisconsin. Woods is the defending National Champion in the 500cc class and showed everyone why as he launched an incredible jump off the first breaker. Landing perfectly with the power on, Woods flew his CR500 high over the top in a sizzling 3.67 seconds on his first-round ride, and no one was able to come really close for the rest of the day.

Ryan Peterson was the closest in the first round as he flew his CR500 over in 3.8477 seconds on his first ride. Peterson is from Ellsworth, Wisconsin, starting his first full year in the 600cc class on a well-set-up Honda purchased from Luke Haas. In second-round action, Marc Stamm and Eric Wheelwright blasted over the hill with 3.83-second times to move Peterson to fourth overall. Jason Northrup moved around Andy Fortner for a fifth-place finish in 3.8783 seconds.

Ryan Peterson claimed the win in the 125cc class on his classy Honda CR125 by overtaking Anthony DeHart on his second run. The 15-year-old DeHart (national number two), from Niles, Michigan, had posted a fine 5.5858-second run on his Jackson Performance Yamaha to take the first-round lead, but the 22-year-old Peterson blitzed the hill in 5.4046 seconds to take the win. Kevin Ryan, from Ridge Farm, Illinois, claimed third place on his KX125 with a 5.6454-second run, followed by his buddy Tim Lambert with a 5.7631-second run on his Kawasaki. Mark Goodman rounded out the top five on his KX in 6.1519 seconds.

Veteran Bill Ashley bought his old, reliable 1984 KDX200 back and brought it back to hillclimb action - with immediate success, winning the 200cc class with a good 5.6244-second run. Matt Weaver placed his KDX into third place, followed by Becky Williams and Tim Havercroft.

The 400cc class drew unusual interest on this day as Jason Northrup brought in his stock-length YZ400F to challenge the two-strokes. He nearly beat them all as he took the first-round lead on the thumper with a 5.1351-second run, but Marc Stamm slipped under that time on his YZ400F on his second ride to take the win. The thumper hooks up really well, but it is very difficult to keep the front end down, especially with no extensions. But it obviously has loads of power and speed. This will be a good class to watch this season. Northrup says he has no plans to put extensions on - he likes riding it stock length. Paul Hillard claimed the third spot on his YZ400F, followed by Scott Havercroft.

Results

50 AUTO: 1. Mark Matthews, 30'; 2. Blake Cappello, 22'.

125: 1. Ryan Peterson, 5.4056; 2. Anthony DeHart, 5.5858; 3. Kevin Ryan, 5.6454; 4. Tim Lambert, 5.7631; 5. Mark Goodman, 6.1519.

200: 1. Bill Ashley, 5.6244 2.

400: 1. Marc Stamm, 5.0; 2. Jason Northrup, 5.1351; 3. Paul Hillard, 5.4665; 4. Scott Havercroft, 5.5025.

500: 1. Mike Wood, 3.67; 2. Marc Stamm, 3.83; 3. Eric Wheelwright, 3.83; 4. Ryan Peterson, 3.8477; 5. Jason Northrup, 3.8783; 6. Andy Former, 3.9533

OPEN: 1. John Hillard, 5.7036; 2. Randy Mongeau, 5.7514.

SR: 1. Kevin Weaver, 4.0437; 2. Scott Havercroft, 5.1687.

Shafer fastest at D-17 HC

By Bud Northrup

CAYUGA, IN, MAY 3

The District 17 1998 hillclimb season was opened at the Pleasure Riders hill, and despite heavy rains in the preceding week, riders discovered a very well-prepared hill to ride. Mark Shafer from Arcola, Illinois, started his season with a win in the 600cc class and fast time of the night. Shafer delivered a high-flying 3.401-second run on his first-round ride to set the fast time to beat, then became the only rider to beat it on the second round, posting an even quicker 3.355 seconds. Andy Fortner from Pittsboro, Indiana, was closest to Shafer, as he pulled off second place with a 3.433-second run on his CR500. Darrell Trent came next with a 3.452 time, Jason Northrup took fourth on his Honda in 3.553 seconds, and John Scroggins filled out the top five in 3.593 seconds.

The hill may actually have had too much traction for the guys with the wide rims, as riders such as Fortner and Northrup actually had too much loft off the first breaker, resulting in spectacular jumps. The only problem is that extended air time is not conducive to fast times.

Tommy Daniels has returned to hillclimb action after many years' absence and made his presence felt by winning the highly competitive 250cc class. Daniels turned a fine 3.534-second time on his second ride to move ahead of "Fast Andy" Fortner, who had taken the lead after the first round with a 3.579-second time on his Suzuki. In second-round action, Fortner launched hard off the first breaker but rotated backward past vertical and had to drop off his screaming machine and settle for the third-place trophy. Daniels was a National Champion at age 10 and is a very fast and aggressive rider. He is building a Kawasaki triple, as is Fortner. The two will soon join Jason Northrup and John Hillard in 750cc action, making that a very competitive and exciting class to watch.

Mark Goodman also moved ahead of Fortner on his second-round run of 3.534 seconds to take the second spot, with Kevin Cappello and Tim Lambert finishing fourth and fifth.

Steve Shafer delivered a good 4.160-second time on his Harley to best John Hillard and his Harley in the Open class. Shafer also picked up the Pushrod-class win on his Harley with a 4.092-second time, ahead of Tim Wiggins and his Triumph (4.521 seconds) and Steve's brother Mark and his Harley (6.790 seconds).

Kevin Weaver appears to be the guy to beat in the Senior class this year as he claimed his second straight win with an excellent 3.563-second run on his CR500. Tim Wiggins was Weaver's closest challenger as he put his Triumph 650 over the top in 4.311 seconds for second place, followed by Bob Glenn on his KTM 550 in 4.503 seconds, Dan Walstad and Mark Goodman Sr.

Results

50 AUTO: 1. Mark Matthews, 108'; 2. Blake Cappello, 96'.
85 YTH: 1. Chris Rivers, 5.134; 2. Becky Williams, 5.467; 3. Eric Skaggs, 6.079; 4. Donnie Barber, 6.300; 5. Ricky Clark, 6.514.
200: 1. Becky Williams, 4.598; 2. Mark Goodman Jr., 4.605; 3. Anthony DeHart, 4.695;
4. Tim Lambert, 4.720; 5. Kevin Ryan, 4.835.
250: 1. Tom Daniels, 3.534; 2. Mark Goodman Jr., 3.559; 3. Andy Former, 3.579; 4. Kevin Cappello, 3.994; 5. Tim Lambert, 4.509.
400: 1. Paul Hillard, 4.261; 2. Steve Shafer, 4.320; 3. Jason Northrup, 4.370; 4. Dan Waistad, 4.809; 5. Bill Stark, 4.914
600: 1. Mark Shafer, 3.355; 2. Andy Former, 3.433; 3. Darrell Trent, 3.452; 4. Jason Northrup, 3.553; 5. John Scroggins, 3.593.
750: 1. Jason Northrup, 3.488; 2. John Hillard, 3.581.
OPEN: 1. Steve Shafer, 4.160; 2. John Hillard, 4.95 6
SR: 1. Kevin Weaver, 3.563; 2. Tim Wiggins, 4.311; 3. Bob Glenn, 4.503; 4. Dan Waisted, 4.822; 5. Mark Goodman Sr., 4.936.
PSHRD: 1. Steve Shafer, 4.092; 2. Tim Wiggins, 4.521; 3. Mark Shafer, 6.790.
STK: 1. Andy Fortner, 4.173; 2. Jason Northrup, 4.329; 3. Steve Dougherty, 4.977.

It's Shafer again at Cayuga Hillclimb

By Bud Northrup

CAYUGA, IN, MAY 4

It rained most of the night and early in the morning before the Pleasure Riders were to start the second half of the D-17 season-opening doubleheader hillclimb, but run it they did - with 10 fewer riders than the night before. Some riders, in fact, drove in, took a look, then turned around and headed home.

After cleaning out the starting area, the hill was still in remarkably good shape, and many riders posted faster times on Sunday than they did on Saturday night. Mark Shafer from Arcola, Illinois, carded his second Fast Time trophy in a row on his KX500 with a sizzling 3.277-second first-round ride, which was faster than his 3.355-second fast time of the night before.

Shafer got his fast time in the 600cc class in the first round, well ahead of defending class champion Andy Fortner, who delivered a 3.434-second first-round time on his CR500. John Scroggins was close behind Fortner on his 500cc Honda with a 3.477-second time for third, while Jason Northrup finished fourth on his CR500 in 3.520 seconds. Kelly Brady rounded out the top five with a good 3.636-second time on his Honda.

Tom Daniels scored his second consecutive win in the 250cc class by overtaking "Fast Andy" Fortner and Mark Goodman with a second-round run of 3.610 seconds on his KX250. Fortner had carded a 3.680-second time on his RM250 and Goodman stopped the clocks on his KX250 in 3.720 seconds on their first rides to hold down the top two spots at the break. Neither, however, could match Daniels' second effort on their second rides, so they had to settle for the second and third spots. Kevin Cappello and Tim Lambert rounded out the top five.

Kevin Weaver won his third Senior-class hillclimb in a row with a quick 4.018-second run on his CR500, followed by Bob Glenn with a 4.980-second run on his KTM 550. Bud Northrup rode his son's CR500 over in 5.431 seconds for third place, and Mark Goodman Sr. finished fourth on his KX250 with a 92-foot effort.

In Youth-class action, 6-year-old Blake Cappello turned the tables on defending class champion Mark Matthews by climbing 72 feet on his Lem for the win. Matthews ran his Suzuki 50 feet for the second-place trophy.

Becky Williams picked up her first win in 1998 on her KX80 in the 85cc Youth class with a 5.749-second ride. Chris Rivers, the class winner the night before, topped the hill in 7.059 seconds on his Suzuki for second place, while Donnie Barber took third on his Kawasaki in 8.405 seconds. Justin Trent, who is 9 years old and unable to touch the ground, nevertheless thrilled the onlookers as rode his KX80 83 feet up the hill for fourth place. Ricky Clark finished out the top five with a 64-foot effort on his Kawasaki. CN

Results

50 AUTO: 1. Blake Cappello, 72'; 2. Mark Matthews, 50'.
85 YTH: 1. Becky Williams, 5.749; 2. Chris Rivers, 7.059; 3. Donnie Barber, 8.405; 4. Justin Trent, 83'; 5. Ricky Clark, 64'.
200: 1. Anthony DeHart, 4.508; 2. Kevin Ryan, 4.697; 3. Becky Williams, 4.735; 4. Mark Goodman, 4.742; 5. Matt Weaver, 4.866.
250: 1. Tom Daniels, 3.610; 2. Mark Goodman, 3.659; 3. Andy Fortner, 3.680; 4. Kevin Cappello, 4.349; 5. Tim Lambert, 4.762.
400: 1. Steve Shafer, 4.259; 2. Jason Northrup, 4.307; 3. Paul Hillard, 4.513.
600: 1. Mark Shafer, 3.277*; 2. Andy Fortner, 3.434; 3. John Scroggins, 3.477; 4. Jason Northrup, 3.520; 5. Kelly Brady, 3.636.
750: 1. John Hillard.
OPEN CLASS: 1. John Hillard.
SR: 1. Kevin Weaver, 4.018; 2. Bob Glenn, 4.980; 3. Bud Northrup, 5.431; 4. Mark Goodman Sr.
STK: 1. Jason Northrup, 4.594; 2. Mitch Weaver, 4.607; 3. Mike Hope, 4.636; 4. Andy Fortner, 4.815; 5. Luke Weaver, 6.557.
KOTH: 1. Jason Northrup, 3.400; 2. Andy Fortner, 3.619; 3. Mark Goodman, 3.655; 4. Anthony DeHart, 3.827; 5. Tom Daniels, 4.027.
*Fast time: Mark Shafer, 3.277 (Kaw).

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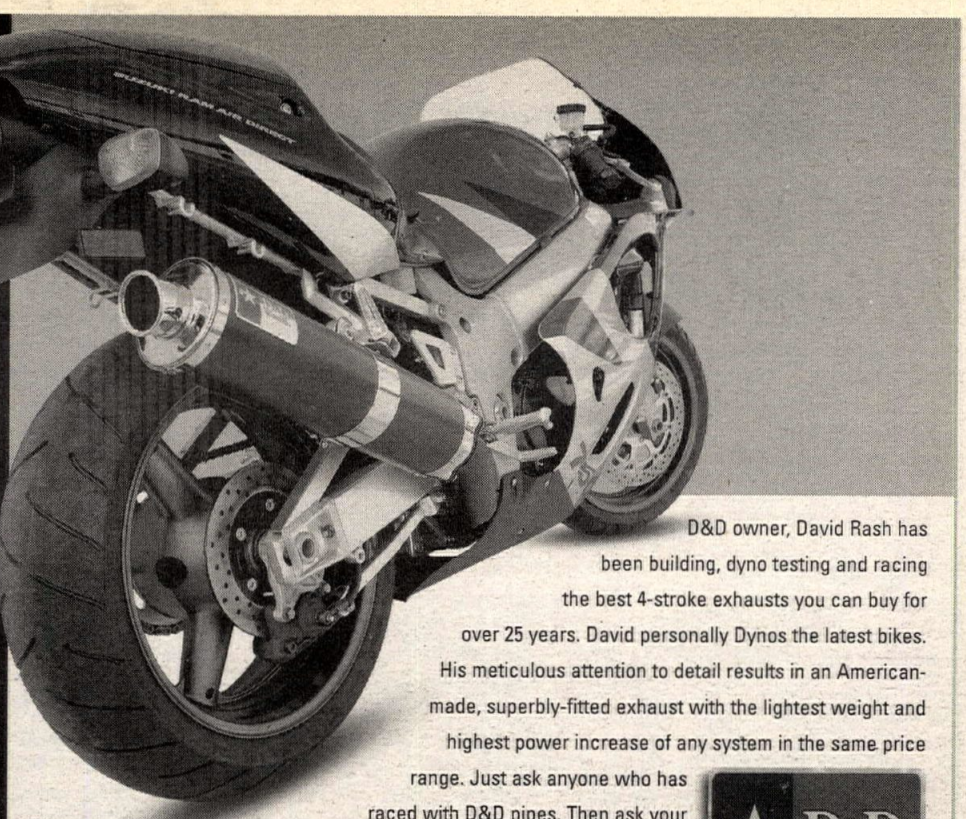

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PICHON WINS MX SEASON OPENER

Mickael Pichon:
Team Suzuki Factory Rider

May 10, San Bernadino, CA, Mickael Pichon, riding his Silkolene-lubricated, Suzuki RM250, won the opening round of the 1998 AMA National Championship 250cc MX Series. The win was Mickael's first ever on a 250 in outdoor competition. Topping off the weekend results for Team Suzuki was the 1-2-3 sweep of the second moto by Pichon, Larry Ward and Greg Albertyn. Roger DeCoster and the entire Suzuki 125cc, 250cc and Off-Road teams rely on the complete line of Silkolene lubricants to keep their Suzukis performing at their race-winning pace.

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LEADERBOARD

1998 Championship Point Standings

ROAD RACING

500cc WORLD CHAMPIONSHIP SERIES
(After 4 of 15 rounds):

1. Max Biaggi (Hon), Italy (77/1 win)
2. Mick Doohan (Hon), Australia (70/2 wins)
3. Alex Criville (Hon), Spain (67/1 win)
4. Carlos Checa (Hon), Spain (54)
5. John Kocinski (Hon), Modesto, CA (30)
6. Tadayuki Okada (Hon), Japan (29)
7. Alex Barros (Hon), Brazil (27)
8. Nobuatsu Aoki (Suz), Japan (26)
9. Kenny Roberts Jr. (Mod), Modesto, CA (17)
10. Simon Crafar (Yam), New Zealand (16)

250cc WORLD CHAMPIONSHIP SERIES
(After 4 of 15 rounds):

1. Loris Capirossi (Apr), Italy (58/1 win)
2. Tetsuya Harada (Apr), Japan (54/1 win)
3. Olivier Jacque (Hon), France (43)
4. Tohru Ukawa (Hon), Japan (42)
5. Valentino Rossi (Apr), Italy (40)
6. Haruchika Aoki (Hon), Japan (38)
7. Marcellino Lucchi (Apr), Italy (36/1 win)
8. Stefano Perugini (Hon), Italy (34)
9. Daijiro Katoh (Hon), Japan (25/1 win)
10. Jose Luis Cardoso (Yam), Spain (22)

ERIC BOSTROM

125cc WORLD CHAMPIONSHIP SERIES
(After 4 of 15 rounds):

1. Tomomi Manako (Hon), Japan (81/1 win)
2. Kazuto Sakata (Apr), Japan (73/2 wins)
3. Noboru Ueda (Hon), Japan (36/1 win)
4. Masao Azuma (Hon), Japan (43)
5. Gianluigi Scalvini (Hon), Italy (37)
6. Mirko Giansanti (Hon), Italy (36)
7. Marco Melandri (Hon), Italy (32)
8. Masaki Tokudome (Apr), Japan (31)
9. Frederic Petit (Hon), France (27)
10. Youichi Ui (Yam), Japan (22)

WORLD SUPERBIKE CHAMPIONSHIP SERIES
(After 4 of 14 rounds):

1. Troy Corser (Duc), Australia (135)
2. Carl Fogarty (Duc), Britain (128/2 wins)
3. Noriyuki Haga (Yam), Japan (123/3 wins)
4. Aaron Slight (Hon), New Zealand (106)
5. Pier-Francesco Chili (Duc), Italy (103)
6. Colin Edwards II (Hon), Conroe, TX (98/2 wins)
7. Akira Yanagawa (Kaw), Japan (55)
8. Peter Goddard (Suz), Australia (53)
9. Jamie Whitham (Suz), Great Britain (50)
10. Neil Hodgson (Kaw), Great Britain (45)

AMA/MBNA SUPERBIKE NATIONAL CHAMPIONSHIP SERIES
(After 5 of 13 rounds):

1. Mat Mladin (Suz), Australia (150)
   Doug Chandler (Kaw), Salinas, CA (150)
3. Miguel DuHamel (Hon), Canada (134/3 wins)
4. Ben Bostrom (Hon), Granada Hills, CA (129)
5. Anthony Gobert (Duc), Australia (114/1 win)
6. Tom Kipp (Duc), Chardon, OH (109)
7. Steve Crevier (Suz), Canada (98)
8. Jamie Hacking (Yam), England (96)
9. Richard Oliver (Yam), Fresno, CA (91)
10. Pascal Picotte (H-D), Canada (90)

AMA/PRO HONDA OILS 600cc SUPERSPORT SERIES
(After 5 of 13 rounds):

1. Miguel DuHamel (Hon), Canada (155/1 win)
2. Steve Crevier (Suz), Canada (140)
3. Doug Chandler (Kaw), Salinas, CA (136/3 wins)
4. Ben Bostrom (Hon), Granada Hills, CA (125)
5. Nicky Hayden (Suz), Owensboro, KY (118/1 win)
6. Steve Rapp (Suz), Lafayette, CA (111)
7. Eric Bostrom (Hon), Granada Hills, CA (109)
8. Jason Pridmore (Suz), Ventura, CA (106)
9. Tommy Hayden (Kaw), Owensboro, KY (100)
10. Kurtis Roberts (Hon), Modesto, CA (90)

AMA/TEAMLINE 750cc SUPERSPORT SERIES
(After 5 of 13 rounds):

1. Richard Alexander Jr. (Suz), Carmel, NY (147/1 win)
2. James Randolph (Suz), Santa Rosa, CA (139)
   Steve Rapp (Suz), Lafayette, CA (139)
4. Jason Pridmore (Suz), Ventura, CA (133/2 wins)
5. Dale Keiffer (Suz), Las Vegas, NV (115)
6. Mario DuHamel (Suz), Canada (113)
7. Nicky Hayden (Suz), Owensboro, KY (101/2 wins)
8. Jimmy Moore (Suz), Eugene, OR (92)
9. Paul Harrell (Suz), Canyon Country, CA (91)
10. Mike Sullivan (Suz), Centralia, WA (86)

AMA/ELF FUELS 250cc GRAND PRIX CHAMPIONSHIP SERIES
(After 5 of 13 rounds):

1. Roland Sands (Yam), Long Beach, CA (165/2 wins)
2. Takahito Mori (Hon), Japan (142/1 win)
3. Chuck Sorensen (Yam), Discovery Bay, CA (135/2 wins)
4. Kurtis Roberts (Hon), Turlock, CA (134)
5. Randy Renfrow (Hon), Fredericksburg, VA (103)
6. Geep Terranova (Yam), San Jose, CA (101)
7. Rodney Fee (Hon), Canada (99)
8. Bobby Keith (Hon), Redwood City, CA (92)
9. Al Salverria (Apr), San Francisco, CA (79)
10. John France (Hon), West Melbourne, FL (75)
    Greg Esser (Yam), Pompano Beach, FL (75)

AMA PROGRESSIVE INSURANCE PRO THUNDER SERIES
(After 5 of 13 rounds):

1. Curtis Adams (Tri), Whittier, CA (147/4 wins)
2. Paul Harrell (Tri), Canyon Country, CA (146)
3. Shawn Higbee (Bue), Waterford, WI (137/1 win)
4. Thomas Tucciarone (Duc), San Francisco, CA (116)
5. Michael Gage (Tri), Baldwin Place, NY (108)
6. Craig McClean (Duc), Corte Madera, CA (104)
7. Thomas Hull (Duc), Mesa, AZ (103)
8. James Lickwar (Tri), San Francisco, CA (97)
9. Paul Orlandi (Duc), Grass Valley, CA (96)
10. Mark Miller (Bue), Long Beach, CA (95)

AMA/PIRELLI FORMULA XTREME SERIES
(After 4 of 13 rounds):

1. Tripp Nobles III (Hon), Macon, GA (123/1 win)
2. Eric Bostrom (Hon), Granada Hills, CA (111/3 wins)
3. Michael Taylor (Kaw), Canada (106)
4. Mark Miller (Yam), Long Beach, CA (101)
5. Cory Call (Suz), Sacramento, CA (90)
6. Tray Batey (Suz), Gallatin, TN (88)
7. Jack Pfeifer (Suz), Las Vegas, NV (85)
8. Chris Voelker (Hon), Bradley, GA (82)
9. Mario DuHamel (Suz), Canada (80)
10. Dean Mizdal (Suz), Huntington Beach, CA (75)

MOTOCROSS

500cc WORLD CHAMPIONSHIP SERIES
(After 5 of 12 rounds):

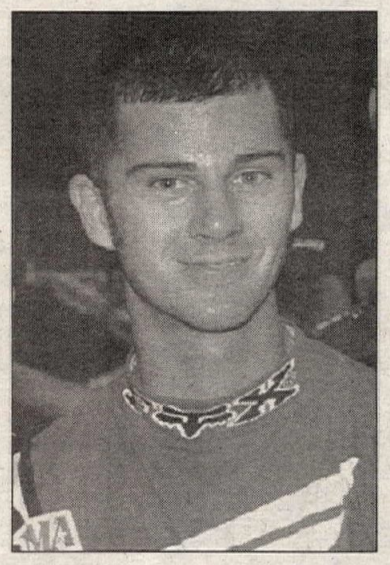
1. Joel Smets (Hbg), Belgium (151/2 wins)
2. Darryll King (Hus), New Zealand (147/1 win)
3. Andrea Bartolini (Yam), Italy (115/1 win)
   Peter Johansson (Yam), Sweden (115)
5. Gert-Jan Van Doorn (Hon), Netherlands (104)
6. Bernd Eckenbach (Hus), Germany (95/1 win)
7. Shayne King (KTM), New Zealand (93)
8. Rob Herring (Hon), England (72)
9. Johan Boonen (KTM), Belgium (63)
10. Avo Leok (Hon), Latvia (45)

250cc WORLD CHAMPIONSHIP SERIES
(After 5 of 16 rounds):

1. Stefan Everts (Hon), Belgium (181/3 wins)
2. Sebastien Tortelli (Kaw), France (169/2 wins)
3. Pit Beirer (Hon), Germany (125)
4. Tallon Vohland (Yam), Sacramento, CA (95)
5. Jocke Karlsson (Hon), Sweden (79)
6. Frederic Bolley (Hon), France (78)
7. Marnicq Bervoets (Suz), Belgium (74)
8. Werner DeWitt (Suz), Belgium (69)
9. Mickael Maschio (Yam), France (66)
10. Leon Giesbers (KTM), Holland (51)

125cc WORLD CHAMPIONSHIP SERIES
(After 3 of 11 rounds):

1. Alessio Chiodi (Hus), Italy (105/2 wins)
2. Alessandro Puzar (TM), Italy (78/1 win)
3. Eric Camerlengo (Yam), Italy (61)
4. David Vuillemin (Yam), France (55)
5. Brian Jorgensen (Suz), Denmark (50)
   Phillippe Dupasquier (TM), Italy (50)
7. Alessandro Belometi (Yam), Italy (48)
8. James Dobb (Hon), England (44)
9. Luigi Seguy (Hon), France (40)
10. Carl Nunn (Yam), England (36)



EZRA LUSK

MAZDA/AMA 250cc NATIONAL CHAMPIONSHIP MOTOCROSS SERIES
(After 3 of 12 rounds):

1. Jeremy McGrath (Yam), Canyon Lake, CA (121/1 win)
2. Greg Albertyn (Suz), South Africa (109)
3. Doug Henry (Yam), Oxford, CT (104)
4. Mike LaRocco (Hon), South Bend, IN (102)
5. Mickael Pichon (Suz), France (99/1 win)
6. Larry Ward (Suz), Florence, SC (97)
7. Ezra Lusk (Hon), Bainbridge, GA (95/1 win)
8. Kevin Windham (Yam), Baton Rouge, LA (84)
9. Jeff Emig (Kaw), Riverside, CA (80)
10. Mike Craig (Hon), Lakeside, CA (76)

MAZDA/AMA 125cc NATIONAL C'SHIP MX SERIES
(After 3 of 12 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (138/2 wins)
2. John Dowd (Yam), Chicopee, MA (123)
3. Steve Lamson (Hon), Riverside, CA (116/1 win)
4. Casey Johnson (Kaw), Murrieta, CA (94)
5. Jimmy Button (Yam), Scottsdale, AZ (79)
6. Mike Brown (Hon), Piney Flats, TN (70)
7. Stephane Roncada (Hon), France (58)
8. Robbie Reynard (Suz), Norman, OK (53)
9. Scott Sheak (Hon), Germantown, NY (49)
10. Nicholas Wey (Kaw), Dewitt, MI (47)

TOYOTA/PARTS UNLIMITED AMA SUPERCROSS SERIES
(After 16 of 16 rounds):

1. Jeremy McGrath (Yam), Canyon Lake, CA (322/7 wins)
2. Ezra Lusk (Hon), Bainbridge, GA (271/4 wins)
3. Larry Ward (Suz), Florence, SC (240/1 win)
4. Kevin Windham (Yam), Baton Rouge, LA (238/2 wins)
5. Mike LaRocco (Hon), South Bend, IN (230)
6. Mickael Pichon (Suz), France (216)
7. Doug Henry (Yam), Oxford, CT (213)
8. Jimmy Button (Yam), Scottsdale, AZ (175)
9. Mike Craig (Hon), Lakeside, CA (174)
10. Ryan Hughes (Kaw), Temecula, CA (159)

AMA EASTERN REGIONAL 125cc SUPERCROSS SERIES
(After 8 of 8 rounds):

1. Ricky Carmichael (Kaw), Havana, FL (200/8 wins)
2. Robbie Reynard (Suz), Norman, OK (143)
3. Brock Sellards (Hon), New Philadelphia, OH (133)
4. Casey Lytle (Hon), Santa Clarita, CA (114)
5. Shae Bentley (Kaw), Ellenwood, GA (86)
6. Tony Lorusso (Suz), East Hartford, CT (78)
7. James Povolny Jr. (KTM), Mendota Heights, MN (70)
8. Jim Neese (KTM), Greensboro, NC (69)
9. Robbie Skaggs (Yam), Lawrence, KS (66)
10. Corey Keeney (Yam), Oakdale, MN (63)

AMA WESTERN REGIONAL 125cc SUPERCROSS SERIES
(After 7 of 7 rounds):

1. John Dowd (Yam), Chicopee, MA (159/3 wins)
2. David Vuillemin (Yam), France (147/3 wins)
3. Stephane Roncada (Hon), France (145/1 win)
4. Nathan Ramsey (Kaw), Hixon, TX (111)
5. David Pingree (Hon), Menifee, CA (93)
6. Greg Schnell (Yam), Rancho Cucamonga, CA (84)
7. Michael Brandes (Suz), Quail Valley, CA (72)
   Jason McCormick (Hon), Vancouver, WA (72)
9. Travis Preston (Suz), Hesperia, CA (68)
10. Jeff Willoh (Suz), Glendale, CA (67)

DIRT TRACK

AMA GRAND NATIONAL CHAMPIONSHIP SERIES
(After 3 of 19 rounds):

1. Scott Parker (H-D), Swartz Creek, MI (69/3 wins)
2. Rich King (Hon), Dysart, IA (42)
3. Chris Carr (H-D), Fleetwood, PA (38)
4. Terry Poovey (Hon), Euless, TX (28)
5. Will Davis (H-D), Goldsboro, NC (27)
6. Steve Morehead (H-D), Findlay, OH (26)
7. Jay Springsteen (H-D), Lapeer , MI (24)
8. George Roeder II (H-D), Monroeville, OH (23)
   Kevin Varnes (H-D), New Holland, PA (23)
10. Mike Hacker (H-D), Prince George, WA (22)

JESS ROEDER

H-D SPORTSTER PERFORMANCE SERIES
(After 2 of 13 rounds):

1. Jess Roeder (H-D), Monroeville, OH (37/1 win)
2. Mike Hacker (H-D), Prince George, WA (35)
3. Tim Eades (H-D), Petersburg, VA (27)
4. David Camlin (H-D), Rock Island, IL (26/1 win)
5. Willie McCoy (H-D), Richardson, TX (19)
6. Robert Miller (H-D), New Holland, PA (16)
7. James Hart (H-D), Sandoval, IL (15)
   Brian Kromroy (H-D), Madison, WI (15)
9. Scott Stump (H-D), Langhorne, PA (13)
10. Jason Fletcher (H-D), Warren, CT (12)

OFF-ROAD

AMA NATIONAL CHAMPIONSHIP HARE & HOUND SERIES
(After 4 of 7 rounds):

1. Ty Davis (Yam), Hesperia, CA (110/2 wins)
2. Destry Abbott (Kaw), Peoria, AZ (69/1 win)
3. Paul Krause (Kaw), Irvine, CA (59)
4. Dave Ondas (Kaw), Trabuco Canyon, CA (50)
5. Brian Brown (Kaw), Nampa, ID (48/1 win)
6. Steve Hengeveld (Kaw), Oak Hills, CA (48)
7. Doug Chiapuzio (Kaw), Camarillo, CA (42)
8. Dan Richardson (Kaw), Fountain Valley, CA (41)
9. Oakley Lehman (Kaw), Sunland, CA (38)
10. Donnie Book (Yam), Gypsum, CO (36)

AMA NATIONAL CHAMPIONSHIP HARE SCRAMBLES SERIES
(After 4 of 9 rounds):

1. Doug Blackwell (Yam), Parkersburg, WV (85/2 wins)
2. Mike Lafferty (KTM), Millville, NJ (79)
3. Brian Garrahan (KTM), Boulder Creek, CA (76/1 win)
4. Patrick Garrahan (KTM), Boulder Creek, CA (50)
5. Josh McLevy (Hon), Fairfield, CT (35)
6. Luca Tussardi (Kaw), Santee, CA (32)
7. Fred Andrews (Kaw), Salem, OH (30/1 win)
8. Randy Hawkins (Yam), Travelers Rest, SC (29)
9. Rodney Smith (Suz), Oakley, CA (25)
10. Mike Sampson (TM), Brazil, IN (24)

AMA GRAND NATIONAL CROSS COUNTRY SERIES
(After 6 of 13 rounds):

1. Rodney Smith (Suz), Oakley, CA (113/1 win)
2. Fred Andrews (Kaw), Salem, OH (112/2 wins)
3. Scott Summers (Hon), Petersburg, KY (102/2 wins)
4. Steve Hatch (Suz), Ithaca, NY (94/1 win)
5. Randy Hawkins (Yam), Travelers Rest, SC (76)
6. Barry Hawk Jr. (Yam), Uniontown, PA (57)
7. Jim Jarrett (Kaw), Minerva, OH (71)
8. Josh McLevy (Hon), Fairfield, CT (61)
9. Scott McLaughlin (Yam), Sedro Woolley, WA (56)
10. Mike Lafferty (KTM), Millville, NJ (50)

AMA ACERBIS NATIONAL CHAMPIONSHIP ENDURO SERIES
(After 4 of 10 rounds):

1. Michael Lafferty (KTM), Millville, NJ (96/1 win)
2. Randy Hawkins (Yam), Travelers Rest, SC (65/1 win)
3. Doug Blackwell (Yam), Parkersburg, WV (62/1 win)
4. Jason Dahners (Hbg), Redmond, WA (58)
5. Patrick Garrahan (KTM), Boulder Creek, CA (49)
6. Matt Stavish (Hon), Blaine, MN (48)
7. Ty Davis (Yam), Hesperia, CA (30/1 win)
8. Kelby Pepper (Yam), Center, CO (25)
   Fred Hoess (Suz), Stanhope, NJ (25)
10. Kevin Bennett (Hon), Millville, NJ (21)

SCOTT PLESSINGER

AMA/NATC NATIONAL CHAMPIONSHIP TRIALS SERIES
(After 7 of 11 rounds):

1. Geoff Aaron (Bet), Alpine, CA (182/3 wins)
2. Raymond Peters (G-G), Beaver Dams, NY (158/1 win)
3. Ryon Bell (Mon), Canada (156)
4. Dennis Sweeten (Mon), Oregon City, OR (104)
5. Matt Moore (Mon), Sapulpa, OK (100)
6. Michael Bryant (Bet), Bulington, CT (95)
7. Chris Bardell (G-G), Millerstown, PA (85)
8. Jess Kempkes (G-G), Lincoln, NE (84/1 win)
9. Travis Fox (G-G), Montoursville, PA (80)
10. Brian Capper (G-G), Ansonia, CT (68)

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

World Championship Road Race Series
5/31 Paul Ricard, France, Rnd 5
6/14 Jarama, Madrid, Rnd 6
6/27 Assen, Holland, Rnd 7
7/5 Donington Park, Great Britain, Rnd 8
7/19 Sachsenring, Germany, Rnd 9
8/23 Brno, Czech Republic, Rnd 10
9/6 Imola, Italy, Rnd 11
9/20 Catalunya, Spain, Rnd 12
10/4 Phillip Island, Australia, Rnd 13
10/18 Nelson Piquet, Brazil, Rnd 14
10/25 Buenos Aires, Argentina, Rnd 15

World Superbike Championship Series
6/7 Nurburgring, Germany, Rnd 5
6/21 Misano, San Marino, Rnd 6
7/5 TBA, Rnd 7
7/12 Monterey, California, Rnd 8
8/2 Brands Hatch, England, Rnd 9
8/30 A-1 Ring, Austria, Rnd 10
9/6 Assen, Holland, Rnd 11
9/27 Sentul, Indonesia, Rnd 12
10/4 Sugo, Japan, Rnd 13
10/11 Shah Alam, Malaysia, Rnd 14

World Endurance Championship
6/28 TBA, England, Rnd 2
7/12 Spa, Belgium, Rnd 3
7/26 Suzuka, Japan, Rnd 4
9/13 Le Castellet, France, Rnd 5

World Trial Championship
5/30-31 Kiefersfelden, Germany, Rnds 9, 10
6/20-21 Chaumont, Belgium, Rnds 11, 12
6/27-28 Virieu-le-Grand, France, Rnds 13, 14
7/4-5 Sant Julia, Andorra, Rnds 15, 16
8/8-9 Helsinki, Finland, Rnds 17, 18
8/15-16 Hvervenbukta-Oslo, Norway, Rnds 19, 20

Trials des Nations
9/20 Valmalenco, Italy

World 125cc Motocross Championship
6/7 Nismes, Belgium, Rnd 6
6/14 San Marino, Rnd 7
6/28 Montevarchi, Italy, Rnd 8
7/12 Launsdorf, Austria, Rnd 9
7/19 Oss, Holland, Rnd 10
8/9 Chateau-du-Loir, France, Rnd 11
8/23 Bielstein, Germany, Rnd 12

World 250cc Motocross Championship
6/7 Asti, Italy, Rnd 7
6/14 Jinin, Czech Republic, Rnd 8
6/28 Bandung, Indonesia, Rnd 9
7/19 Maracay, Venezuela, Rnd 10
7/26 Belo Horizonte, Brazil, Rnd 11
8/9 Teutschenthal, Germany, Rnd 12
8/16 Mol, Belgium, Rnd 13
8/30 Gdynia, Poland, Rnd 14
9/6 Roggenburg, Switzerland, Rnd 15
9/13 Megalopolis, Greece, Rnd 16

World 500cc Motocross Championship
6/7 Osuna, Spain, Rnd 6
6/21 Loket, Czech Republic, Rnd 7
6/28 Sverepeck, Slovakia, Rnd 8
7/19 Ernee, France, Rnd 9
8/2 Namur, Belgium, Rnd 10
8/9 Rhenen, Holland, Rnd 11
8/30 Wachtersbach, Germany, Rnd 12

Motocross des Nations
9/27 Foxhill, England

World Individual Speedway Championship
6/5 Pocking, Germany, Rnd 2
6/19 Vojens, Denmark, Rnd 3
8/7 Bradford, England, Rnd 4
8/28 Linkoping, Sweden, Rnd 5
9/18 Bydgoszcz, Poland, Rnd 6

AMA/MBNA Superbike Series
5/29-31 Braselton, GA, Rnd 6
6/12-14 Elkhart Lake, WI, Rnd 7
6/19-21 Loudon, NH, Rnd 8
7/17-19 Lexington, OH, Rnd 9
7/31-8/2 Brainerd, MN, Rnd 10
8/7-9 Joliet, IL, Rnd 11
9/4-6 Fountain, CO, Rnd 12
10/2-4 Las Vegas, NV, Rnd 13
Info: 614/891-2425

AMA National MX Series
6/14 Southwick, MA, Rnd 4
6/21 Budds Creek, MD, Rnd 5
7/5 Buchanan, MI, Rnd 6
7/19 New Berlin, NY, Rnd 7
7/26 Troy, OH, Rnd 8
8/2 Washougal, WA, Rnd 9
8/16 Millville, MN, Rnd 10
8/30 Binghamton, NY, Rnd 11
9/6 Delmont, PA, Rnd 12

AMA National Hare Scrambles Series
7/19 Tillamook, OR, Rnd 5
9/13 Millfield, OH, Rnd 6
9/20 Park Hills, MO, Rnd 7
10/4 Lynnville, IN, Rnd 8
10/18 Tulsa, OK, Rnd 9

AMA National Hare and Hound Series
9/12 Wells, NV
9/27 Yerington, NV
10/25 Lucerne Valley, CA
Info: 304/284-0084

AMA Grand National Cross Country Series
6/6-7 Manahawkin, NJ
7/11-12 Boyers, PA
9/12-13 Millfield, OH
9/26-27 Mount Morris, PA
10/10-11 Lisbon, OH
10/24-25 Crawfordsville, IN
Info: 304/284-0084

AMA National Championship Hillclimb Series
6/7 Jefferson, PA, Rnd 2
6/14 Steel City, PA, Rnd 3
6/21 Avoca, NY, Rnd 4
7/18 Nashville, IN, Rnd 5
7/25 Haydenville, OH, Rnd 6
8/2 Norton Shores, MI, Rnd 7
8/16 Dansville, NY, Rnd 8
8/23 Laurelville, OH, Rnd 9
9/13 Steel City, PA, Rnd 10
9/20 Middlebury, IN, Rnd 11
9/27 Jefferson, PA, Rnd 12
10/11 Oregonia, OH, Rnd 13
Info: 614/891-2425

AMA Grand National Championship Series
6/20 Mineralwells, WV, Rnd 4
6/27 Lima, OH, Rnd 5
7/4 Lake Odessa, MI, Rnd 6
7/11 Du Quoin, IL, Rnd 7
7/18 Oklahoma City, OK, Rnd 8
7/25 Rossburg, OH, Rnd 9
8/2 Peoria, IL, Rnd 10
8/5 Rapid City, SD, Rnd 11
8/8 Joliet, IL, Rnd 12
8/15 East Moline, IL, Rnd 13
8/22 Hagerstown, MD, Rnd 14
8/29 Sedalia, MO, Rnd 15
9/6 Springfield, IL, Rnd 16
9/26 Sacramento, CA, Rnd 17
10/3 Las Vegas, NV, Rnd 18
10/11 Del Mar, CA, Rnd 19
Info: 614/891-2425

AMA Acerbis National Enduro Series
6/7 Bellingham, WA
6/28 Akeley, MN
7/12 West Greenwich, RI
8/9 Divide, CO
8/23 Indian River, MI
Info: 614/891-2425

AMA/NATC National Championship Trials Series
8/1 Duluth, MN, Rnd 8
8/2 Duluth, MN, Rnd 9
8/8 Flagstaff, AZ, Rnd 10
8/11 Flagstaff, AZ, Rnd 11
Info: 402/435-4146

AMA Western National Four-Stroke MX Series
5/30-31 Yakima, WA
6/6-7 Salt Lake City, UT
6/27-28 Denver, CO
7/11-12 Boise, ID
8/8-9 Albany, OR
8/23-24 Ward Creek, WA
9/5-6 Whitney, TX
Info: 530/365-1979

AMA West Coast Flat Track Series
6/6 Perris, CA, Rnd 2
7/18 Bakersfield, CA, Rnd 3
8/22 Bakersfield, CA, Rnd 4
Info: 714/529-6054

AMA Prostar National Drag Racing Series
5/30-31 Richmond, VA, Rnd 3
7/10-12 Chicago, IL, Rnd 4
8/14-16 Indianapolis, IN, Rnd 5
9/11-13 Atco, NJ, Rnd 6
10/10-11 Houston, TX, Rnd 7
11/20-22 Gainesville, FL, Rnd 8
Info: 256/852-1101

AMA Prostar West Drag Racing Series
6/13 Bakersfield, CA, Rnd 2
8/30 Salt Lake City, UT, Rnd 3
10/17-18 Phoenix, AZ, Rnd 4
Info: 256/852-1101

AMA Pro-Am Dirt Track Series
5/31 Mendota, IL
Info: 815/539-9021

AMA Sound of Thunder Amateur Challenge Series
5/30 Yakima, WA
6/6 Salt Lake City, UT
6/27 Denver, CO
7/11 Boise, ID
8/8 Albany, OR
8/23 Ward Creek, WA
Info: 530/365-1979

AMA U.S. Eastern Motocross Spring Series
5/31 Dillwyn, VA
Info: 804/724-4392

Ballzee Aggressive Wear Grand C'ship MX Series
6/7 Danville, VA
6/14 Dillwyn, VA
6/21 Sanford, NC
7/5 Axton, VA
7/12 East Bend, NC
7/19 Reidsville, NC
7/26 Danville, VA
8/9 Elizabeth City, NC
8/23 Danville, VA
9/19 Danville, VA
Info: 804/724-4392

AMA U.S. Eastern Motocross Fall Series
8/30 Dillwyn, VA
9/6 Reidsville, NC
9/13 Elizabeth City, NC
9/19 Danville, VA
9/27 Sanford, VA
10/4 East Bend, NC
10/11 Danville, VA
10/18 Dillwyn, VA
10/25 Elizabeth City, NC
11/8 Axton, VA
Info: 804/724-4392

AMA Texas Championship Hare Scrambles Series
6/7 Rockne, TX
6/21 Fort Hood, TX
7/26 Conroe, TX
8/30 TBA
10/11 Altair, TX
11/8 San Antonio, TX
12/6 Fort Hood, TX
Info: 409/732-9171

AMA United States Mega Series
6/6-7 Blountville, TN
7/4-5 Beckley, WV
7/10-11 Blountville, TN
7/19 Wytheville, VA
9/6 London, KY
9/26-27 Sevierville, TN
10/3-4 London, KY
10/16-18 Blountville, TN
Info: 423/323-5497

AMA Carolina Ultra Series
5/31 Iron Station, NC
6/27-28 Reidsville, NC
8/30 Iron Station, NC
9/20 Columbus, NC
10/11 Chesterfield, SC
10/31-11/1 Society Hill, SC
Info: 423/323-5497

AMA/District 10 Daniel Boone Sheltowee Series
6/6-7 Muddycreek, TN
7/5 London, KY
7/18 London, KY
8/15 Leitchfield, KY
8/22 London, KY
9/5-6 London, KY
9/26-27 Dollywood, TN
10/3-4 London, KY
10/25 London, KY
Info: 606/877-1364

AMA Eastern Four-Stroke National
9/19-20 Danville, VA
9/26-27 Buchanan, MI
10/3-4 London, KY
10/10-11 Casey, IL
10/17-18 Blountville, TN
11/7-8 Society Hills, SC
Info: 606/877-1364

AMA District 25 Four Corners Motocross
6/21 Aztec, NM
7/12 Mesa Verde, CO
8/16 Mesa Verde, CO
9/5 Mesa Verde, CO
9/6 Mesa Verde, CO
9/27 Aztec, NM
10/11 Aztec, NM
Info: 970/533-9747 or 505/325-4195

AMA District 14 Vintage Motocross State Championship Series
6/6-7 North Branch, MI
6/20-21 Coldwater, MI
7/12 Stanton, MI
8/9 Millington, MI
8/16 Midland, MI
9/5-6 Coldwater, MI

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What's happening? Cycle News Calendar.

CRC 1998 California Race Schedule
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Saturday May 30 Saturday Nite Specials MX LACR
Saturday June 6 Saturday Nite Specials MX LACR
Saturday June 13 Saturday Nite Specials MX LACR
Saturday Practice Jan., 10 to May 30 • 9:00am to 2:00pm
Wed. Nite Practice April 15 to Sept. 23 • 4:00pm to 9:00pm
Fri. Nite Practice June 5 to Sept. 25 • 4:00pm to 9:00pm
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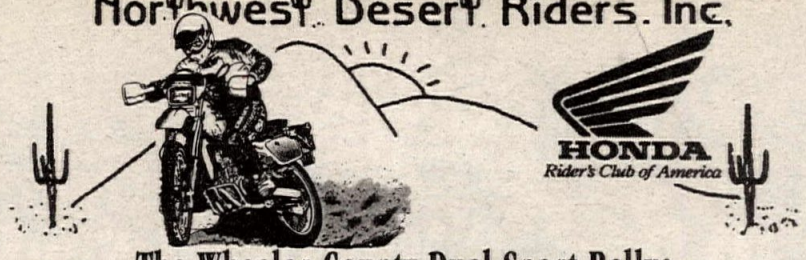
Thur, May 28 MX Practice - 8am till Dusk
Sat, May 30 MX Practice - 8am till 2:00pm
Sun, May 31 SRA Grand Prix gates open 6:30am
Thur, June 4 MX Practice - 8am till Dusk
Yamaha Dealer MX Series: June 7th - Rd #2
• June 21st - Rd #3 • July 12th - Rd #4 • July 19th - Rd #5 •

Northwest Desert Riders, Inc.



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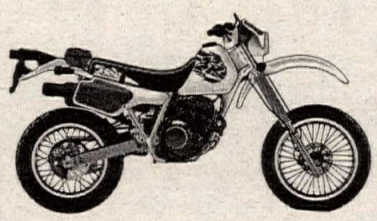

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All you have to do is call the Cycle News headquarters at 714-751-7433 (weekdays from 9 a.m. to 5 p.m. P.S.T.; Tuesday thru Friday) and ask for a "contributor kit". We'll send you all the details about how to write local stories for Cycle News.

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

9/19-20 Bloomingdale, MI
9/27 Millington, MI
10/4 Millington, MI
10/18 Buchanan, MI
Info: 248/305-8783

AMA National Reliability Enduro Series

Western Region
5/30 Idaho City, ID
5/31 Idaho City, ID
6/6 Bellingham, WA
6/7 Bellingham, WA

Central Region
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN

Eastern Region
6/20 Hurricane Mills, TN
6/21 Hurricane Mills, TN

Championship Finale
6/20-21 Hurricane Mills, TN
Info: 614/891-2425

AMA/District 36 Vintage Dirt Track Championship Series

5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/369-1667 or 209/368-7809

AMA/District 36 Amateur/Youth Dirt Track Championship Series

5/30 Lodi, CA, Rnds 14, 15
6/6 Lodi, CA, Rnds 16, 17
6/13 Lodi, CA, Rnds 18, 19
6/20 Newman, CA, Rnd 20
6/27 Newman, CA, Rnd 21
7/11 Lodi, CA, Rnds 22, 23
7/18 Newman, CA, Rnd 24
7/25 Newman, CA, Rnd 25
8/8 Lodi, CA, Rnds 26, 27
8/15 Lodi, CA, Rnds 28, 29
8/22 Lodi, CA, Rnds 30, 31
9/19 Lodi, CA, Rnds 32, 33
10/3 Lodi, CA, Rnds 34, 35
10/10 Lodi, CA, Rnds 36, 37
10/17 Lodi, CA, Rnds 38, 39
10/24 Lodi, CA, Rnd 40
Info: 209/368-7182 or 209/463-6224

AMA/District 36 Championship Enduro Series

6/14 Long Barn, CA, Rnd 6
10/11 Redding, CA, Rnd 7
10/18 Stonyford, CA, Rnd 8
10/25 Elkins Flat, CA, Rnd 9
10/31 Upper Lake, CA, Rnd 10
11/8 Stonyford, CA, Rnd 11
11/15 Ballinger Canyon, Rnd 12
Info: 408/281-3805

AMA/District 34 Family Motocross Series

5/31 Monticello, NY
6/7 Modena, NY
6/13 Monticello, NY
6/14 Monticello, NY
6/21 Modena, NY
6/28 Walkill, NY
7/5 Modena, NY
7/12 Modena, NY
7/19 Monticello, NY
7/26 Walkill, NY
8/2 Walkill, NY
8/9 Claverack, NY
8/16 Walkill, NY
8/23 Modena, NY
8/30 Monticello, NY
9/6 Modena, NY
9/13 Claverack, NY
9/20 Modena, NY
9/27 Walkill, NY
10/4 Modena, NY
10/11 Modena, NY
10/18 Walkill, NY
10/25 Modena, NY
11/1 Modena, NY
Info: 518/828-6149

AMA/District 36 Family Enduro Series

5/31 Omo Ranch, CA
11/14 Foresthill, CA
11/22 Stonyford, CA
Info: 408/281-3805

AMA/District 37 Dual Sport Ride Series

7/18-19 Sequoia National Forest, CA
8/1-2 Mammoth Lakes, CA
8/8-9 Big Bear Lake, CA
8/29-30 Bass Lake, CA
9/27 Silverwood Lake, CA
10/3-4 Ridgecrest, CA
10/17-18 Mesquite, NV*
10/31-11/1 Ridgecrest, CA
11/15 Riverside, CA
11/27-28 LA-Barstow-Las Vegas*
12/27 Cantil, CA
* National Trail Ride Series Events
Info: 818/249-2141 (3,1)

Team Dual Dogs/KTM/ Galpin Ford California Dual Sport Series

6/6-7 Lake Isabella, CA
10/31-11/1 California Hot Springs, CA
11/22 Newhall, CA
1/2-3/99 Mojave, CA
Info: 818/701-1913

AMA/District 37 Big 6 GP Series

10/3-10/4 San Bernardino, CA
10/31-11/1 Gorman, CA
Info: 619/251-3489 or 562/428-4971

AMA/Districts 37 & 38 Flat Track Series

6/13 Temecula, CA
7/18 Temecula, CA
8/15 Temecula, CA
9/19 Temecula, CA
10/10 Del Mar, CA
10/17 Temecula, CA
11/14 Temecula, CA
Info: 619/277-1591

AMA Hot Shoe Series

6/6 Dayton, OH
6/7 Peoria, IL
8/1 Peoria, IL
8/16 Spokane, WA
8/28 Greenville, OH
9/4 Castle Rock, WA
9/5 Castle Rock, WA
9/5 Springfield, IL
Info: 614/891-2425

AMA Pacific Northwest Championship Series

7/5 Washougal, WA
7/26 Trulson, WA
8/9 Mount View, WA
8/16 Ward Creek, WA
8/23 Washougal, WA
Info: 541/673-1671

AMA GFTL Semi-Pro Dirt Track Series

6/20 Danielsville, GA, Rnd 6
7/25-26 TBA, Rnds 7, 8
8/22 Danielsville, GA, Rnd 9
9/26-27 Danielsville, GA, Rnds 10, 11
10/24-25 TBA
11/21 Danielsville, GA, Charity Race
Info: 770/962-7888 or 770/339-3997

Checkered Flag Dirt Track Series

6/6 Danielsville, GA, Rnd 3
7/4 Danielsville, GA, Rnd 4
8/8 Danielsville, GA, Rnd 5
9/12 Danielsville, GA, Rnd 6
10/10 Danielsville, GA, Rnd 7
11/7 Danielsville, GA, Rnd 8
Info: 770/962-7888 or 770/339-3997

AHRMA Progressive Suspension Historic Cup Series

6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA SOS/BOT/ Sound of Thunder Series

6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
8/1-2 Faulkville, GA
8/22-23 Braselton, GA
9/19-20 Steamboat Springs, CO
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Speed & Sport Vintage Motocross Series

6/6 Elkhart Lake, WI
6/20 Grattan, MI
7/11 Lexington, OH
8/15 Southwick, MA
8/29 Tyler, TX
9/18 Steamboat Springs, CO
9/26 Peoria, IL
10/18 Hollister, CA
11/8 Tulare, CA
Info: 715/842-9699

AHRMA Classic Bike Magazine Dirt Track Series

6/12 Cumberland, MD
7/9 Indianapolis, IN
7/10 Ashland, OH
7/25 Weedsport, NY
8/1 Savannah, GA
8/21 Lavonia, GA
8/29 Athens, OH
9/4 Castle Rock, WA
9/16 Hayden, CO
9/27 Sacramento, CA
9/27 Peoria, IL
10/10 Del Mar, CA
Info: 715/842-9699

AHRMA Speed & Sport Vintage Trials Series

6/7 Elkhart Lake, WI
6/21 Grattan, MI
7/12 Lexington, OH
8/16 Norden, CA
8/23 Braselton, GA
9/17 Steamboat Springs, CO
9/27 Peoria, IL
10/3 Millersville, AL
10/10 White City, IL
10/17 Hollister, CA
Info: 715/842-9699

AHRMA Dixie Cup Road Race Series

8/1-2 Faulkville, GA
8/22-23 Braselton, GA
10/3-4 Talladega, AL
Info: 715/842-9699

AHRMA Masters of the Midwest Road Race Series

6/6-7 Elkhart Lake, WI
6/20-21 Grattan, MI
7/11-12 Lexington, OH
Info: 715/842-9699

AHRMA Midwest Regional MX Series

7/25 Lamoni, IA
8/8 Logan, OH
8/22 Belding, MI
9/5 Linnville, OH
10/3 Denmark, WI
10/24 Casey, IL
Info: 920/684-4331

AHRMA/El Dorado Cycle Midwest Trials Series

8/2 Cape Girardeau, MO
9/13 Marshfield, MO
10/10 White City, IL
10/25 Park Hills, MO
Info: 417/859-4158

AHRMA Northeast Regional Hare Scrambles Series

6/28 Plymouth, PA
9/20 Plymouth, PA
Info: 717/675-1814

AHRMA Northeast Regional MX Series

6/6-7 Lempster, NH
7/11 Budds Creek, MD
8/15 Southwick, MA
8/23 TBA
9/6 Englishtown, NJ
9/26 Binghamton, NY
10/10 Clifford, PA
Info: 914/429-9465

AHRMA Northwest Regional MX Series

5/31 Phillipsville, CA
6/28 Eugene, OR
7/19 Carson City, NV
8/15 Soda Springs, CA
8/23 Chehalis, WA
10/18 Hollister, CA
11/8 Tulare, CA
Info: 408/663-4014

AHRMA /European Dirt Rocky Mountain Regional MX Series

6/14 Price, UT
7/26 Colorado Springs, CO
8/23 Johnstown, CO
9/20 Craig, CO
9/27 Berthoud, CO
Info: 970/879-6651

AHRMA/EuropeanDirt Rocky Mountain Regional Trials Series

6/14 Price, UT
8/23 Johnstown, CO
9/27 Berthoud, CO
Info: 303/629-3069

H&H KTM Southeast GP Series

8/29 Macon, GA
9/13 Sale Creek, TN
9/26 Macon, GA
Info: 770/986-3213

AHRMA Southeast Dixie Series

6/14 Sales Creek, TN
6/28 Bremen, GA
7/5 Morganton, NC

8/23 Atlanta, GA
11/8 Bremen, GA
Info: 770/986-3213

AHRMA Southeast Regional MX Series
5/31 Sales Creek, TN
7/18 Bremen, GA
8/1 Budds Creek, MD
8/9 Woodbine, GA
10/11 Reddick, FL
Info: 770/986-3213

AHRMA Southeast Regional Trials Series
5/31 Sales Creek, TN
7/4 Mount Airy, GA
7/18 Bremen, GA
8/23 Braselton, GA
10/3 Millersville, AL
Info: 334/826-1969

AHRMA Southwest Regional MX Series
5/31 Carlsbad, CA
6/21 Lemon Grove, CA
8/1 Perris, CA
9/27 Carlsbad, CA
11/8 Tulare, CA
11/22 TBA
Info: 909/929-6772

AHRMA Vintage Iron/ Toyota Texas MX Series
6/14 Houston, TX
8/29 Tyler, TX
Info: 281/679-5764

AHRMA Western Regional Dirt Track Series
6/13 Chowchilla, CA
6/14 Lodi, CA
7/25 Quincy, CA
8/9 Hollister, CA
9/7 Lancaster, CA
10/3 Tulare, CA
10/4 Lodi, CA
10/24 Tulare, CA
Info: 818/992-5343

SERA Enduro Series
5/31 Laurel, MS
6/14 Goodman, MS
8/9 Breezy Hill, LA
9/13 Rockford, AL
9/27 New Augusta, MS
10/11 Odenville, AL
11/1 Maplesville, AL
Info: 205/980-5191

SERA Hare Scrambles Series
6/28 Lawrenceburg, TN
7/19 Rockford, AL
9/6 Fort Polk, LA
9/26 New Augusta, MS
10/TBA Wiggins, MS
12/6 Maplesville, AL
1/3 Saucier, MS
1/17 Maplesville, AL
2/7 Odenville, AL
Info: 504/665-0313

CCS/Championship Cup Road Racing Series
Florida Region
6/28 West Palm Beach, FL
7/4-5 Homestead, FL
7/26 West Palm Beach, FL
8/23 West Palm Beach, FL
9/5-6 Bloomingdale, GA
9/27 West Palm Beach, FL
12/5-6 Homestead, FL
Southeast Region
6/20-21 Talladega, AL
7/11-12 Bloomingdale, GA
8/8-9 Talladega, AL
9/5-6 Bloomingdale, GA
9/19-20 Braselton, GA
Mid-Atlantic Region
5/30-31 Summit Point, WV
7/11-12 Summit Point, WV
8/29-30 Summit Point, WV
9/19-20 Braselton, GA
Northeast Region
6/13-14 Loudon, NH
7/18-19 Loudon, NH
8/8-9 Loudon, NH
9/12-13 Loudon, NH
10/3-4 Loudon, NH
Great Lakes Region
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/22-23 Grattan, MI
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Midwest Region
6/6-7 Grattan, MI
6/27-28 Beloit, IL
7/11-12 Beloit, IL
8/1-2 Elkhart Lake, WI
8/8-9 Beloit, IL
8/29-30 Brainerd, MN
9/5-6 Beloit, IL
Great Plains Region
6/27-28 Beloit, IL
7/25-26 Topeka, KS
8/1-2 Elkhart Lake, WI
8/15-16 Topeka, KS
8/29-30 Brainerd, MN
Southwest Region
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/28-29 Chandler, AZ
12/19-20 Chandler, AZ
California Region
8/1-2 Buttonwillow, CA
8/29-30 Chandler, AZ
10/3-4 Chandler, AZ
11/14-15 Buttonwillow, CA
12/5-6 Buttonwillow, CA

CCS Race of Champions
10/21-21 Daytona Beach, FL
Info: 704/684-4297

North American Sport Bike
7/4-5 Buttonwillow, CA
7/25-26 Topeka, KS
8/29-30 Braselton, GA
10/20-25 Daytona Beach, FL
TBA Homestead, FL
Info: 704/684-4297

WERA National Endurance Series
6/13 Faulkville, GA
6/27 Clermont, IN
7/11 Grattan, MI
8/1 Summit Point, WV
8/22 Mount Meridian, IN
9/19 College Station, TX
10/16 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA National Challenge Series
6/13-14 Faulkville, GA
6/25-28 Clermont, IN
7/10-12 Grattan, MI
7/31-8/2 Summit Point, WV
8/22-23 Mount Meridian, IN
9/18-20 College Station, TX
10/14-18 Braselton, GA
Info: 770/924-8404 or www.wera.com

WERA Vintage Series
5/30-31 Garrettsville, OH
6/20-21 Summit Point, WV*
6/25-28 Indianapolis, IN*
7/4-5 Braselton, GA
7/18-19 Millington, TN
7/18-19 College Station, TX
7/25-26 Garrettsville, OH
8/8-9 Faulkville, GA
8/15-16 South Haven, MI
8/22-23 Talladega, AL
8/29-30 Hallet, OK
9/5-6 Garrettsville, OH*
9/12-13 Grattan, MI*
9/12-13 Summit Point, WV
9/19-20 Faulkville, GA
9/18-20 College Station, TX
9/26-27 Mount Meridian, IN
10/14-18 Braselton, GA*
* Double point events
Info: 407/831-4331 or www.weravintage.com

WERA Sportsman Series
North Central
5/30-31 Garrettsville, OH
6/25-28 Indianapolis, IN
7/18-19 Millington, TN
8/15-16 South Haven, MI
8/22-23 Mount Meridian, IN
9/12-13 Grattan, MI
9/26-27 Mount Meridian, IN
Northeast
5/30-31 Garrettsville, OH
6/20-21 Summit Point, WV
6/25-28 Indianapolis, IN
7/25-26 Garrettsville, OH
8/8-9 Garrettsville, OH
9/5-6 Garrettsville, OH
9/12-13 Summit Point, WV
Mid-Central
6/5-7 Hallet, OK
6/25-28 Indianapolis, IN
7/4-5 Braselton, GA
7/18-19 Millington, TN
8/8-9 Henderson, TX
8/22-23 Talladega, AL
8/29-30 Hallet, OK
South Central
6/5-7 Hallet, OK
6/25-28 Indianapolis, IN
7/18-19 College Station, TX
8/8-9 Henderson, TX
8/29-30 Hallet, OK
9/18-20 College Station, TX
Southeast
6/13-14 Faulkville, GA
6/25-28 Indianapolis, IN
7/4-5 Braselton, GA
7/18-19 Millington, TN
8/8-9 Faulkville, GA
8/22-23 Talladega, AL
9/19-20 Faulkville, GA
Info: 770/924-8404 or www.wera.com

ECEA Championship Enduro Series
6/14 Stanhope, NJ
6/28 Webb Mills, NY
7/12 West Greenwich, RI
7/19 Blain, PA
7/26 Crossforks, PA
8/16 Speedsville, NY
8/30 Mauricetown, NJ
9/13 Shippensburg, PA
9/20 Brandonville, PA
9/27 New Lisbon, NJ
10/4 New Gretna, NJ
10/25 Delaware City, DE
11/1 Rawlings, MD
Info: 717/865-0601

ECEA Championship Hare Scrambles Series
5/31 Belleplain, NJ
6/6-7 Manahawkin, NJ
6/21 Brandonville, PA
8/23 Stanhope, NJ
10/11 Budds Creek, MD
10/18 Mauricetown, NJ
11/8 Warren Grove, NJ
Info: 717/865-0601

ECEA Dual Sport Series
6/21 Belleplain, NJ
10/11 Indian Mills, NJ
10/18 New Philadelphia, PA
11/15 Greenbank, NJ
Info: 717/865-0601

Great Lakes Road Racing Association Series
5/30-31 Grattan, MI
6/10-11 Elkhart Lake, WI
7/4-5 Grattan, MI
7/15-16 Lexington, OH
8/8-9 Indianapolis. IN
8/22-23 Grattan, MI
9/19-20 Grattan, MI
Info: 616/458-5888

Formula USA Road Racing Series
6/5-7 Mosport, Canada
7/17-19 Portland, OR
8/7-9 Loudon, NH
8/28-30 Pocono, PA
Info: 530/582-1061

USCRA Vintage Road Race Series
5/30-31 Shannonville, Ontario, Canada
6/14 Belknap, NH
6/15 Loudon, NH
6/20 Loudon, NH
7/24-26 Shubenacadie, Nova Scotia, Canada
8/14-16 Loudon, NH
8/21-23 Mosport, Ontario, Canada
9/28 Loudon, NH
Info: 607/277-2369 or 603/239-6778

Over The Hill Gang National Series
6/20-21 Mammoth Mountain, CA
9/12-13 Hollister Hills, CA
10/17-18 Hungry Valley, CA
Info: 562/864-6875 or 714/680-8643

Mammoth Motocross
6/25-28 Mammoth Lakes, CA
Info: 760/934-0642

Carlsbad Spring Motocross Series
5/30 Carlsbad, CA, Rnd 4
6/13 Carlsbad, CA, Rnd 5
6/27 Carlsbad, CA, Rnd 6
7/11 Carlsbad, CA, Rnd 7
7/25 Carlsbad, CA, Rnd 8
Info: 888/550-MOTO or www.carlsbadmx.com

Rocky Mountain Motocross Association
Spring Series
6/14 Craig, CO
Summer Series
6/21 TBA
7/12 Craig, CO
7/26 Brush, CO
8/16 Watkins, CO
8/23 Erie, CO
9/6 Colorado Springs, CO
9/13 TBA
9/27 Brush, CO
10/4 Watkins, CO
Info: 719/473-6723 or 303/271-0190

Sports Riders Association of Colorado Motocross Series
5/31 Pueblo, CO

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NORWALK, CA 90650
National Motosport Association

cma (209) 673-8080
Sat., May 30 Los Banos, CA
Fri., June 5 Little Okie, CA
Sat., June 6 Los Banos, CA

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GFI RACING (909) 653-4042
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Southern Region
Wed., May 27 Wednesday Practice (3pm-DUSK) Perris
Fri., May 29 Friday Night Practice (5pm-10pm) Perris
Sat., May 30 GFI at Night MX Warm-up Perris
Sun., May 31 O.T.H.G. Motocross Perris
Wed. June 3 Wednesday Practice (3pm-DUSK) Perris

CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

6/7	Cheyenne, CO
6/14	Colorado Springs, CO
6/21	Colorado Springs, CO
6/27-28	Watkins, CO
7/12	Berthoud, CO
7/26	Cheyenne, WY
8/2	Colorado Springs, CO
8/9	Berthoud, CO
8/22	TBA
9/13	Colorado Springs, CO
9/20	Pueblo, CO
9/27	Colorado Springs, CO
10/4	Berthoud, CO
10/11	TBA

Supercross Series

7/18	Colorado Springs, CO
8/16	Grand Junction, CO
8/29	TBA

Info: 303/988-7722

Wild West Motocross Series

6/13-14	Elko, NV
7/4-5	Pocatello, ID
7/25-26	Rupert, ID
8/8-9	Pocatello, ID
9/5-6	Salt Lake City or Ogden, UT

Info: 208/887-8695 or 208/236-5383

SD/IAMA Motocross Series

6/7	Armstrong, IA
6/14	Fort Dodge, IA
6/21	Yankton, SD
6/28	Sioux City, IA
7/11	Truesdale, IA
7/18	Ida Grove, IA
7/26	Trimont, MN
8/2	Fort Dodge, IA
8/8	Truesdale, IA
8/23	Trimont, MN
8/30	Armstrong, IA
9/20	Yankton, SD
9/27	Sioux Falls, SD

Info: 605/665-3512

Alabama State Championship MX Series

9/6	Chandler Mountain, AL
9/12	Kilpatrick, AL
9/19	Ironman, AL
10/4	Chandler Mountain, AL
10/10	Kilpatrick, AL
10/17	Ironman, AL

Info: 205/681-8317 or 205/663-0963 or 205/561-3495

Sunshine State MX Championship Series

5/31	Ocala, FL, Rnd 11
6/7	Dade City, FL, Rnd 12
6/28	Ona, FL, Rnd 13
7/5	Orlando, FL, Rnd 14
7/12	Reddick, FL, Rnd 15
7/19	Dade City, FL, Rnd 16
7/26	Ona, FL, Rnd 17
8/16	Orlando, FL, Rnd 18
8/23	Reddick, FL, Rnd 19
8/30	Dade City, FL, Rnd 20
9/6	Ona, FL, Rnd 21
9/13	Orlando, FL, Rnd 22

Info: 352/242-2605

District 11/Buckeye State Motocross C'ship Series

7/5	Jacksonville, OH
7/12	Nelsonville, OH
7/19	Greenville, OH
8/30	Troy, OH
9/7	McArthur, OH
9/13	Frankfort, OH
9/27	Sugar Grove, OH

Info: 614/740 323-3489 or www.perfpowersports.com

KTMXA Motocross Series

5/30	Atwood, TN
6/12	Murray, KY
7/4	Atwood, TN
7/18	Draffenville, KY
8/9	Apex Valley, KY
8/22	Atwood, TN
8/29	Paris, TN
9/5	Clarksville, TN
9/19	Paris, TN
9/26	Paris, TN
10/3	Murray, KY
10/11	Milan, TN

Info: 901/642-0511

Tennessee State Arena X Championship Series

8/29	Paris, TN
9/12	Dyersburg, TN
9/19	Paris, TN
9/26	Paris, TN
10/10	Paris, TN
10/17	Jackson, TN
10/24	Paris, TN

Info: 901/642-0511

GNC Texas MX Series

5/31	Bastrop, TX
6/7	Arlington, TX

Info: 214/351-9900

New England State Motocross Championships

5/31	Middleboro, MA
6/7	Southwick, MA
6/14	Southwick, MA (National)
6/21	Central Village, CT
6/28	Middleboro, MA
7/4-5	Greene, ME
7/12	Middleboro, MA
7/26	Southwick, MA
8/2	Middleboro, MA
8/9	Central Village, CT
8/16	Southwick, MA
8/23	Middleboro, MA
9/6-7	Greene, ME
9/13	Southwick, MA
9/20	Central Village, CT
9/26-27	Greene, ME
10/4	Middleboro, MA
10/11	Southwick, MA
10/18	Middleboro, MA
10/25	Southwick, MA
11/1	Middleboro, MA

Info: 617/982-4307

Moriarty Motocross Series Championships

5/31	Moriarty, NM
6/28	Moriarty, NM
7/19	Moriarty, NM
8/23	Moriarty, NM
9/20	Moriarty, NM
10/17	Moriarty, NM
10/18	Moriarty, NM

Info: 505/888-7312

MARS Motorcycle Asphalt Racing Series

9/18	Asheville, NC
10/17	Hampton, VA

Info: 803/626-7959

Northeast Pro Flat Track Series

6/19	Rochester, NH
6/26	Lebanon Valley, NY
7/10	Agawam, MA
7/24	Middletown, NY
7/25	Weedsport, NY
7/31	Quebec City, Canada
8/21	Agawam, MA
8/23	Stafford Springs, CT

Info: 978/874-1732

New England Dirt Track Series

5/30	East Lempster, NH
6/13	Canaan, NH
6/27	East Lempster, NH
7/18	East Lempster, NH
8/1	Canaan, NH
8/15	East Lempster, NH
8/29	Bangor, ME
8/30	Bangor, ME
9/26	East Lempster, NH
10/10	East Lempster, NH

Info: 978/874-1732

Victory/Polaris Iowa Dirt Track Series

6/20	Oskaloosa, IA, Rnd 1
7/25	Des Moines, IA, Rnd 2
7/30	Oskaloosa, IA, Rnd 3
8/28	Oskaloosa, IA, Rnd 4
9/7	Bloomfield, IA, Rnd 5

Info: 515/265-8388

New England Trials Association

5/31	Chepachet, RI
6/14	Meriden, CT
6/28	Ossippee, NH
7/19	Meriden, CT
8/16	Cumberland, RI
9/13	Meriden, CT
9/27	Exeter, RI
10/18	Chepachet, RI

Info: 508/429-7675 or 401/334-4820 or www.tiac.net/users/danwilms

Jackpine Gypsies Short Track Series

5/30	Sturgis, SD
6/13	Casper, WY
6/27	Sturgis, SD
7/11	Sturgis, SD
7/25	Sturgis, SD
8/3-4	Sturgis, SD
8/7-8	Sturgis, SD
8/29	Sturgis, SD
9/12	Sturgis, SD

Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies Motocross Series

6/13	Casper, WY
7/12	Sturgis, SD
8/2	Sturgis, SD
8/30	Sturgis, SD
9/13	Sturgis, SD

Info: 605/347-6022 or gypsies.sturgis-rally.com

Jackpine Gypsies TT Race Series

5/31	Sturgis, SD
9/19	Sturgis, SD

Info: 605/347-6022 or gypsies.sturgis-rally.com

NETRA Championship Enduro Series

5/31	Freetown, PA
6/7	Wrentham, MA
6/14	Somers, CT
7/12	West Greenwich, RI
7/19	Oxford, MA
8/9	West Granville, MA
9/13	Lee, MA
10/4	Adams, MA
10/18	Chester, CT
11/1	West Stafford, CT
11/15	Central Village, CT

Info: 860/875-5757

NETRA Championship Hare Scrambles Series

6/21	Thomaston, CT
6/28	Union, CT
7/5	Chelsea, VT
7/12	Windsor, MA
7/26	East Hampton, CT
8/2	West Unity, NH
8/23	Union, CT
8/30	Alton, NH
9/6	Uxbridge, MA
9/13	Hoosick, NY
9/20	West Greenwich, RI
10/11	Assonet, MA

Info: 860/875-5757

NETRA Turkey Run Series

6/13-14	Loudon, NH
8/16	Porters Corner, NY
9/13	North Haverhill, NH
9/20	New Boston, MA
9/27	Wrentham, MA
10/11	Winchendon, MA
10/25	Central Village, CT

Info: 860/875-5757

NETRA Championship Junior Enduro Series

6/20	Thomaston, CT
6/27	Union, CT
7/4	Granville, MA
7/25	Southampton, MA
8/22	Union, CT
8/29	Alton, NH
9/26	Brimfield, MA
10/10	Assonet, MA
11/7	Winchendon, MA

Info: 860/875-5757

MRA Suzuki Tri-State Challenge

7/10	Milan, MI
7/11	Delta, OH
7/12	Delta, OH
10/4	Delta, OH
10/11	Milan, MI

Info: 419/822-3006 or 734/241-1600

MRA Ironman GP Series

6/14	Delta, OH
6/28	Delta, OH
7/26	Delta, OH
8/9	Delta, OH
8/23	Delta, OH
9/20	Delta, OH
10/25	Delta, OH
11/1	Delta, OH

Info: 419/822-3006 or 734/241-1600

Mid-South Summer Hare Scramble Series

5/31	Charlotte, TN
6/7	Clarksville, TN
6/28	Lawrenceburg, TN
7/12	Greensburg, KY
7/19	Jonesboro, IL
8/2	Saddleback East, KY
8/30	New Johnsonville, TN

Info: 615/859-0873

Southeastern Trials Riders Association C'Ship Series

6/6-7	Yorkville, GA
6/20-21	Carrollton, KY
8/15-16	Shooting Creek, NC
9/5-6	Cookeville, TN
9/19-20	Gadsden, AL
10/3-4	Millerville, AL
10/24-25	Sequatchie, TN
11/14-15	Cumming, GA

Info: 423/942-8688

Trials Incorporated Championship Series

6/20-21	Carrollton, KY
7/26	Lancaster, OH
8/23	Dayton, OH
9/19-20	Columbus, IN
10/11	Dayton, OH
11/14	TBA

Info: 937/299-1501

Mid-East Hare Scrambles Series

5/31	Greer, SC

6/14 Belwood, NC
8/16 Greer, SC
9/6 Morganton, NC
9/20 Lancaster, SC
10/4 Hickory, NC
10/18 TBA
11/1 Grover, NC
Info: 704/937-9177 or 704/484-9000

NMA Grand National Motocross Championship
7/28-8/1 Ponca City, OK
Info: 562/868-8112 or 909/657-6782

NMA Ponca Regional Qualifiers
Western 1
6/7 Moreno Valley, CA
6/14 Lemon Grove, CA
Info: 562/868-8112
Norcal (Western 2)
5/30 Los Banos, CA
6/7 Livermore, CA
Info: 415/587-8678
Arizona
6/6 Cottonwood, AZ
6/13 Eloy, AZ
6/27 Cottonwood, AZ
Info: 602/849-1572
Arkansas
6/14 Donaldson, AR
6/21 Pine Bluff, AR
Info: 501/648-1696
Blue Grass
6/6 Clarksville, TN
Info: 502/886-8564
Carolinas
6/6-7 Blountville, TN
6/28 Reidsville, NC
Info: 704/483-0772
Silver State
6/12 Carson City, NV
7/10 Carson City, NV
Info: 702/267-4392
Central
6/6 Wichita, KS
6/7 Wichita, KS
Info: 913/842-8272
Finger Lakes
5/31 Clifford, PA
6/21 Clifford, PA
Info: 607/732-5154
Midwest
6/14 Coal Valley, IL
Info: 309/792-5813
North Central
6/14 Grand Rapids, MI
Info: 616/554-8071
Northwest
6/6-7 Albany, OR
6/20-21 Richland, WA
Info: 208/667-7905
Nebraska
6/7 Ashland, NE
6/28 Ashland, NE
Info: 402/572-7196
Southwest
5/31 Moriarty, NM
Info: 505/822-9170
Southwest Nebraska
6/7 Alma, NE
6/14 North Platte, NE
6/21 Stockton, KS
Info: 308/345-3744
Ohio
5/31 Malvern, OH
6/13 Malvern, OH
6/27 Malvern, OH
7/3 Malvern, OH
7/11 Malvern, OH
Info: 216/262-4945
Ozark
5/31 Merwin, MO
6/13 Kingsville, MO
6/21 Columbia, MO
7/5 Halltown, MO
Info: 417/889-4794
Rocky Mountain
5/31 Berthoud, CO
6/7 Craig, CO
Info: 303/215-0227
Texas
6/6 Fort Worth, TX
Wyoming
6/21 Gillette, WY
Info: 307/682-0506
Cimarron
6/14 Oklahoma City, OK
6/28 Oklahoma City, OK
Info: 405/733-0341
Dakotas
6/6-7 Beulah, ND
Info: 701/838-1268
Dixie
5/31 Fernwood, MS
6/7 New Iberia, LA
6/28 Watson, LA
Info: 318/364-7877
Iowa
6/7 Armstrong, IA
6/14 Fort Dodge, IA
6/21 Yankton, SD
Info: 507/847-5368

NYS Grand Prix/C'ship Series
7/12 Colden, NY, Rnd 2
7/26 Langford, NY, Rnd 3
Info: 716/825-8720

NYS Off-Road Grand Prix Championship Series
9/6 Hamburg, NY
9/13 Hamburg, NY
9/20 Hamburg, NY
9/27 Hamburg, NY
Info: 716/825-8720

Branson USA MX Championships
9/25-27 Branson, MO
Info: 909/657-6834

La Playa Motocross Grand Prix Series
8/23 Rosarito, Baja California
10/4 Rosarito, Baja California
12/6 Rosarito, Baja California
Info: 011/52-661-22525

Thor/Parts Unlimited Northeast Classic MX Series
5/31 Clifford, PA
6/7 New Berlin, NY
7/26 Walden Playboys, NY
8/2 Powerline Park, NJ
Info: 717/222-9290

AMP Motocross Spring Series
5/31 Hollister, CA
6/7 Hollister, CA
Info: 209/656-9682

CMA Little Okie Spring Series
5/29 Madera, CA
6/5 Madera, CA
Info: 209/673-8080

CMA Valley Children's Race
6/13 Madera, CA
6/20 Madera, CA
6/27 Madera, CA
Info: 209/673-8080

CMA Little Okie Summer Series
7/10 Madera, CA
7/17 Madera, CA
7/24 Madera, CA
7/31 Madera, CA
8/7 Madera, CA
8/14 Madera, CA
8/21 Madera, CA
Info: 209/673-8080

CMA Bounty Hunter Series
5/30 Los Banos, CA
6/6 Los Banos, CA
7/4 Los Banos, CA
7/11 Los Banos, CA
7/18 Los Banos, CA
7/25 Los Banos, CA
8/1 Los Banos, CA
8/8 Los Banos, CA
8/15 Los Banos, CA
8/22 Los Banos, CA
8/29 Los Banos, CA
Info: 209/673-8080

American Trials Association
6/6-7 Big Bear, CA
Info: 714/562-7742

SETRA Championship Enduro Series
6/7 Hurricane Mills, TN, Rnd 19
Info: 706/327-4015

Rocky Mountain Enduro Circuit
6/7 Buena Vista, CO
6/21 Upton, WY
7/19 Rand, CO
8/9 Divide, CO
8/23 Taos, NM
9/13 Gunnison, CO
11/8 Matador, TX
Info: 307/742-4136

Black Jack Enduro Series
5/31 Collins, MO
9/13 Little Rock, AR
9/27 Tulsa, OK
10/11 Muenster, TX
10/25 Chadwick, MO
11/22 Oklahoma City, OK
Info: 417/581-5552 or 417/581-4046

Texas Enduro Series
6/7 Blackwell, TX
8/9 Alexandria, LA
9/13 New Waverly, TX
9/27 Cloudcroft, NM
10/11 Muenster, TX
10/25 Memphis, TX
11/8 Matador, TX
11/22 Oklahoma City, OK
Info: 800/558-7232

Oklahoma X-Country Series
6/7 Rosedale, OK
6/21 Ellington, OK
8/23 Pooleville, OK
9/6 Stillwater, OK
9/27 Cogar, OK
10/4 Rose, OK
11/1 Braggs, OK
11/8 Hallett, OK
Info: 405/366-1051 or 405/390-5227

SRA West Series
6/12-14 Elkhart Lake, WI
7/18-19 Willow Springs, CA
8/15-16 Truckee, CA
9/18-20 Portland, OR
10/3-4 Willow Springs, CA
10/17-18 Willow Springs, CA
Info: 916/339-1778

FDTRA Championship Dirt Track Series
5/30 Orlando, FL
6/6 Orlando, FL
6/20 Orlando, FL
7/4 Orlando, FL
7/18 Orlando, FL
8/1 Orlando, FL
8/15 Orlando, FL
8/29 Orlando, FL
Info: 407/869-5388

FTR Championship Series Hare Scrambles
6/6-7 Morriston, FL
Info: 407/668-9700

FTR Championship Enduro Series
5/31 Daytona, FL
Info: 407/668-9700

Missouri Hare Scrambles Championship Series
6/7 Collins, MO
6/14 Cole Camp, MO
6/28 Park Hills, MO
7/12 Knobnoster, MO
7/19 Tebbetts, MO
8/2 Alton, MO
8/23 Diamond, MO
9/13 Smithville, MO
9/20 Park Hills, MO
10/11 Drexel, MO
10/18 Festus, MO
Info: 417/537-8406

Total Performance Racing Dirt Track Series
5/31 Tulsa, OK
7/19 Oklahoma City, OK
7/25 Norton, KS
7/26 Tulsa, OK
8/30 Tulsa, OK
9/27 Tulsa, OK
10/25 Tulsa, OK
11/21 Glenpool, OK
11/22 Glenpool, OK
Info: 918/836-6999

International Old-Timers Motocross Series
7/4-5 Bellingham, WA
7/25-26 Albany, OR
8/15-16 Trulsons, WA
9/5-6 Fernley, NV
Info: 253/840-0466 or www.seanet.com/~russr

Sunshine State MX Championship Series
5/31 Ocala, FL
6/7 Dade City, FL
6/28 Ona, FL
7/5 Orlando, FL
7/12 Reddick, FL
7/19 Dade City, FL
7/26 Ona, FL
8/16 Orlando, FL
8/23 Reddick, FL
8/30 Dade City, FL
9/6 Ona, FL
9/13 Orlando, FL
Info: 352/242-2605

CMRRA 50cc/125cc C'ship Road Race Series
6/27-28 Rosamond, CA
7/26 Palomar, CA
8/23 Riverside, CA
9/27 Palomar, CA
10/24-25 Rosamond, CA
11/22 Palomar, CA
12/13 Riverside, CA
Info: 909/674-5357

WSMC Road Race Series
6/20-21 Rosamond, CA, Rnd 6
7/18-19 Rosamond, CA, Rnd 7
8/15-16 Rosamond, CA, Rnd 8
9/19-20 Rosamond, CA, Rnd 9
10/17-18 Rosamond, CA, Rnd 10
11/14-15 Rosamond, CA, Rnd 11

Sales

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Racing on the Tube — May Broadcasts

All times shown are Eastern. ESPN2, Fox Sports Net and SPEEDVISION listed below.

Networks frequently modify program schedules. Consult your local cable listings to confirm broadcast dates and times. Cycle News is not responsible for errors in scheduling.

5/14/98	2:00 PM	Irving (Dallas), TX Supercross (R)	ESPN2
5/14/98	9:00 PM	Legends of Motorsports - Mikkola the Master	Speed
5/15/98	11:30 PM	MotoWorld	ESPN2
5/16/98	2:00 AM	MW2 Rev It Up (R)	ESPN2
5/17/98	10:00 AM	MW2 Rev It Up	ESPN2
5/17/98	10:30 AM	MotoWorld (R)	ESPN2
5/17/98	10:00 PM	FIM World GP 500 - Italy (Same day delay)	Speed
5/17/98	11:00 PM	Las Vegas, NV Supercross	ESPN2
5/18/98	2:30 AM	MW2 Rev It Up (R)	ESPN2
5/19/98	3:00 AM	MotoWorld (R)	ESPN2
5/19/98	3:00 PM	Las Vegas, NV Supercross (R)	ESPN2
5/19/98	7:00 PM	Bike Week - Amateur AX	Speed
5/19/98	8:00 PM	FIM World GP 250 - Spain	Speed
5/19/98	9:00 PM	FIM World GP 125 - Spain	Speed
5/22/98	8:00 AM	San Bernardino, CA Motocross	ESPN2
5/22/98	7:30 PM	MotoWorld	ESPN2
5/23/98	12:30 AM	San Bernardino, CA Motocross (R)	ESPN2
5/24/98	9:30 AM	MotoWorld (R)	ESPN2
5/24/98	3:00 PM	FIM World Superbike - Spain (Same day delay)	Fox
5/24/98	10:00 PM	FIM World Superbike - Spain (Same day delay)	Speed
5/26/98	6:30 PM	American Thunder - Arizona Bike Week	Speed
5/26/98	7:00 PM	Bike Week - GARTRA Work Day	Speed
5/26/98	9:00 PM	Canadian Superbike C-ship - Season Preview	Speed
5/26/98	10:00 PM	FIM World Supersport - Italy	Speed
5/27/98	3:30 AM	MotoWorld (R)	ESPN2
5/27/98	4:00 AM	Las Vegas, NV Supercross (R)	ESPN2
5/28/98	6:30 PM	MotoWorld	ESPN2
5/30/98	3:30 AM	San Bernardino, CA Motocross (R)	ESPN2
5/30/98	2:00 PM	AMA Superbike - Road Atlanta (Live)	Speed
5/31/98	10:30 AM	MotoWorld (R)	ESPN2
5/31/98	2:00 PM	AMA Superbike - Road Atlanta (Live)	Speed
5/31/98	3:00 PM	AMA 600 Supersport - Road Atlanta (Same day delay)	Fox
5/31/98	10:00 PM	FIM World GP 500 - France (Same day delay)	Speed

AT= American Thunder *If you are unable to get ESPN2, Fox Sports Net, or SPEEDVISION, contact your local cable company.*

What's happening? Cycle News Calendar.

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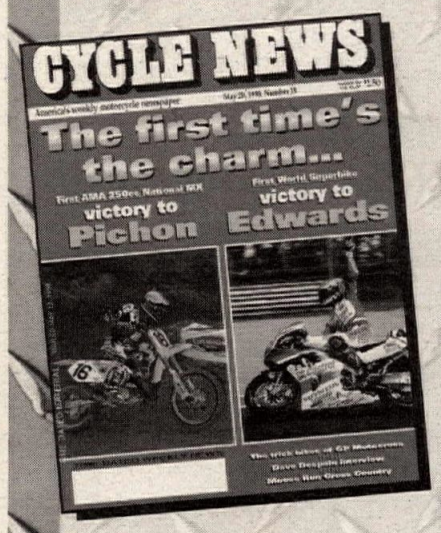

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

12/19-20 Rosamond, CA, Rnd 12
Info: 805/256-1234

NCMRRA Road Racing Series
6/20-21 Sacramento, CA
7/18-19 Sacramento, CA
8/14-16 Donner Ski Ranch, CA
9/12-13 Sacramento, CA
10/3-4 Sacramento, CA
10/31-11/1 Sacramento, CA
Info: 916/722-5517

WML Motocross Series
6/27-28 Mammoth Mountain, CA
7/18-19 New Berlin, NY
8/1-2 Washougal, WA
8/3-9 Nashville, TN
8/29 Binghampton, NY
8/30 Binghampton, NY

Vintage Iron/Toyota Texas/AHRMA Spring Motocross Series
6/14 Houston, TX
8/29 Tyler, TX
Info: 281/679-5764

CMC Spring Classic Motocross Nationals
South Region
5/31 San Jacinto, CA
North Region
5/30 Marysville, CA
6/6-7 Victorville, CA
Info: 714/367-1141 or spcmcmx@aol.com

CMC West Coast Arenacross Challenge
TBA Las Vegas, NV
Info: 702/267-4392

CMC Pac-West Motocross Nationals
6/6 Albany, OR, Rnd 1
6/7 Albany, OR, Rnd 2
6/20 Richland, WA, Rnd 3
6/21 Richland, WA, Rnd 4
6/27 Raymond, WA, Rnd 5
6/28 Raymond, WA, Rnd 6
7/11 Ethel, WA, Rnd 7
7/12 Ethel, WA, Rnd 8
Info: 208/667-7905 or MXMOM@aol.com

CMC Sunstar Trans-Cal Motocross Nationals
South
9/13 Devore, CA, Rnd 1
9/20 Victorville, CA, Rnd 2
10/4 Palmdale, CA, Rnd 3
10/11 San Jacinto, CA, Rnd 4
North
8/22 Marysville, CA, Rnd 1
8/30 Carson City, NV, Rnd 2
TBA Hollister, CA, Rnd 3
9/13 Livermore, CA, Rnd 4
Pacific Northwest
8/30 Albany, OR, Rnd 1
9/13 Yakima, WA, Rnd 2
10/4 Albany, OR, Rnd 3
Info: 949/367-1141 or SPCMCMX@aol.com
Final Showdown
10/24-25 TBA

CMC Thousand Oaks Yamaha Spring Classic MX Nationals
South
5/31 San Jacinto, CA, Rnd 4
Final Showdown
6/6-7 Victorville, CA
Info: 949/367-1141 or SPCMCMX@aol.com

GFI At Night Motocross Series
5/30 Perris, CA
6/6 Perris, CA
6/13 Starwest, CA
6/20 Lancaster, CA
7/11 Perris, CA
7/18 Perris, CA
7/25 Lancaster, CA
8/8 LACR, CA
8/15 Perris, CA
8/22 LACR, CA
8/29 Perris, CA
Info: 909/653-4042

GFI Team Green Youth World Nationals
7/4-5 Glen Helen, CA
Info: 909/653-4042

Kansas Motocross Championships
5/31 Hillsboro, KS
6/28 Inman, KS
8/9 Sterling, KS
9/13 Marion, KS
Info: 316/942-6527

KORR Hare Scrambles Championship Series
9/6 Wichita, KS
10/4 Sterling, KS
11/8 Marion, KS
11/22 Wichita, KS
12/6 Hillsboro, KS
Info: 316/942-6527

Virginia Championship Hare Scrambles Series
5/31 Ivor, VA
6/7 Rural Retreat, VA
8/30 Danville, VA
9/6 Pulaski, VA
9/20 Middlebrook, VA
10/4 Martinsville, VA
10/11 Newport News, VA
11/1 Surry, VA
Info: 757/255-4620

KORR Motocross Championship Series
5/31 Hillsboro, KS
6/7 Marion, KS
6/14 Sterling, KS
6/28 Inman, KS
7/12 Sterling, KS
7/18 Hillsboro, KS
7/19 Marion, KS
8/9 Sterling, KS
8/22 Wichita, KS
8/30 Hillsboro, KS
9/13 Marion, KS
9/20 Hillsboro, KS
9/27 Inman, KS
10/11 Hillsboro, KS
10/25 Marion, KS
12/13 Sterling, KS
Info: 316/942-6527

Sunflower State Championship Series
6/7 Lyndon, KS
6/20 Wichita, KS
7/11 Wichita, KS
7/25 Concordia, KS
9/6 Great Bend, KS
9/20 Lyndon, KS
9/27 Great Bend, KS
10/11 Lyndon, KS
Info: 785/842-8272

MRAN Desert Series
6/13-14 Caliente, NV
8/9 Ely, NV
8/23 Hiko, NV
10/17-18 Logandale, NV
11/7-8 Beatty, NV
11/21 Alamo, NV
Info: 702/437-6726

Silver State Desert Race Series
6/26-28 Ely, NV, Rnd 2
10/1-4 Vegas-to-Reno, NV, Rnd 3
12/4-6 Pahrump, NV, Rnd 4
Info: 702/457-5775 or www.bitd.com.

Silver State Golden State Motocross Series
7/10 Carson City, NV
7/18 Bishop, NV
7/24 Carson City, NV
8/1 Bishop, NV
8/14 Carson City, NV
8/22 Bishop, NV
9/3 Bishop, NV
Info: 702/267-4392

USRA Desert Series
6/6-7 Mount Carmel, UT
8/29 Jericho, UT
9/12 Wells, NV
9/26 TBA
10/10 Price, UT
11/14 Knolls, UT

USRA & ZMA Motocross Series
5/30-31 Price, UT
6/20-21 Salinas, UT
7/11-12 Cedar City, UT
8/1-2 Price, UT
8/22-23 Cedar City, UT
9/19-20 Ogden, UT
10/3-4 Rock Springs, WY
11/27-28 St. George, UT
Info: 801/966-4635 or 435/673-2444

MRA Roadracing Series
5/31 Mead, CO
6/14 Denver, CO
6/28 Pueblo, CO
7/12 Mead, CO
8/16 Pueblo, CO
8/29-30 Colorado Springs, CO
9/19-20 Steamboat Springs, CO
10/4 Mead, CO
Info: 303/530-5678 or 303/369-8409

Mid-Atlantic Vintage Trials Series
7/18 Farrandsville, PA
8/8 Toronto, OH
10/4 Toughkenamon, PA
Info: 410/775-7209

Georgia Championship Series
9/6 Dalton, GA
9/20 Breman, GA
10/4 Macon, GA
10/11 Roberta, GA
10/25 Breman, GA
Info: 912/788-0413

District 38/FRT Superstition Championship Series
7/25-26 Los Sahuaros, CA
8/1-2 Los Sahuaros, CA
8/22 Plaster City, CA
9/26 Lake Superstition, CA
10/11 Plaster City, CA
10/31 Lake Superstition, CA
11/22 Yuha, CA
12/6 Kamikaze Wash, CA
12/31 Plaster City, CA
Info: 619/427-5759

California Rough Scrambles Series
11/1 Madera, CA
11/8 Madera, CA
11/15 Madera, CA
11/22 Madera, CA
11/29 Madera, CA
Info: 209/661-0706

Central California Dirt Track Series
9/20 Madera, CA
10/4 Madera, CA
10/11 Madera, CA
10/18 Madera, CA
10/25 Madera, CA
Info: 209/661-0706

California Dirt Track Championship Series
7/11 Chowchilla, CA
7/18 Chowchilla, CA
7/25 Chowchilla, CA
8/1 Chowchilla, CA
8/8 Chowchilla, CA
8/15 Chowchilla, CA
Info: 209/661-0706

VDTRA National Dirt Track Championship Series
6/12 Holten, KS
6/13-14 Wichita, KS
6/27-28 Monett, MO
7/11-12 Sturgis, SD
7/19 Oklahoma City, OK
7/25 Norton, KS
8/3-4 Sturgis, SD
8/6 Rapid City, SD
8/7 Sturgis, SD
8/10-11 Stockton, KS
9/19 Muskogee, OK
9/20 Devils Bowl, TX
10/4 Las Vegas, NV
Info: 719/541-2741

Michigan State Fair Supercross Series
6/5 Hudsonville, MI
6/19 Muskegon, MI
7/8 Muskegon, MI
7/18 Charlotte, MI
7/23 Hastings, MI
7/30 Holland, MI
8/7 Sandusky, MI
8/21 Marshall, MI
8/28 Hudsonville, MI
9/11 Muskegon, MI
9/21 Centerville, MI
Info: 616/652-2292 or 616/924-5778

West Coast Stadiacross Series
10/2-3 Fresno, CA
10/16-17 San Diego, CA
11/13-14 San Francisco, CA
11/20-21-22 Reno, NV
Info: 702/267-4392

Texas Cross Country Racing Association
5/31 Boars Nest-Jacksboro, TX
6/14 Terrell, OK
6/28 Fort Hood, TX
8/30 Penelope, TX
9/13 Rocky Ridge, TX
9/27 Gholson, TX
10/11 St. Joe, TX
Info: http://www.tccra.org

Nebraska Cornhusker Motocross Circuit
5/31 Douglas, NE
6/7 Alma, NE
6/14 North Platte, NE
6/21 Stockton, KS
6/28 Friend, NE
7/12 Stockton, KS
7/19 Friend, NE
7/26 McCook, NE
8/2 Stockton, KS
8/9 North Platte, NE
8/16 Friend, NE
8/23 McCook, NE
8/30 Friend, NE
9/13 Stockton, KS
9/20 Alma, NE

9/27 Douglas, NE
10/4 North Platte, NE
10/11 McCook, NE
10/18 Douglas, NE
Info: 308/345-3744 or 308/928-2503

MAY

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31						

JUNE

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JULY

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12	13	14	15	16	17	18
19	20	21	22	23	24	25
26	27	28	29	30	31	

* Denotes Pro Pay-back

Fri, May 29

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge 2, Fan of the Week, Night Race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

* MICHIGAN MOTOCROSS - MRA, Milan Cycle City, Night Race, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

May 30-31

* CALIFORNIA MOTOCROSS - Phillipsville MX, Phillipsville. Info: 707/943-3029.

CALIFORNIA ROAD RALLY & DUAL SPORT - BSA, AHRMA, Vintage Road Rally and Dual Sport, Milani's B St. Bar, Lake Country. Info: 415/457-5423.

CALIFORNIA DUAL SPORT - ACT, Dual Sport Riding Adventure, Columbia. Info: 888/ACT NEWS.

OREGON DUAL SPORT - 1st NW Dual Sport Rally Euro-Style, AMA, OMRA, Northwest Desert Riders, Wheeler County, Mitchell. Info: 503/630-3627.

VIRGINIA DRAG RACE - AMA Prostar Superdrags, Dixie Nationals, Virginia Motor Sports Park, Petersburg.

Sat, May 30

* ARIZONA MOTOCROSS - CMC, Thrasherland, Glendale. Info: 602/935-5314.

* CALIFORNIA MOTOCROSS - Marysville Motocross Club, Night Race, Riverfront Park, Marysville. Info: 530/695-2727 or http://www.jps.net/motox.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Harley-Davidson Blow-Out, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Specials, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 4, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - Full Blown Promotions, Southern California Supercross Series, A.V. Fairgrounds, Lancaster. Info: 805/942-6040.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series Warmup, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - Starwest MX Park, Night Racing, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks MX, Ramona. Info: 760/752-8252.

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

* CALIFORNIA MOTOCROSS - Fresno County Motocross Series, Fresno County Fairgrounds, Fresno. Info: 805/940-6853.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Dade City. Info: 352/588-4697.

* FLORIDA SUPERCROSS - West Florida Motocross Park Inc., Night Race, Milton. Info: 850/623-6038.

GEORGIA MOTOCROSS - Southern Raceway MX, Bainbridge. Info: 912/246-5088 or 912/246-3607.

LOUISIANA MOTOCROSS - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

* MISSOURI MOTOCROSS - Sprout Patch Competition Inc., Billings. Info: 417/744-2593.

NEBRASKA SHORT TRACK - Norfolk Short Track, First Street and Benjamin Avenue, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

NEVADA MOTOCROSS & SWAP MEET - Motocross West, Night Race, Rnd 1, Nevada MX Development, Fallon Fairgrounds, Churchill County Regional Park, Fallon. Info: 702/787-7269 or jaja@oasisol.com.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park, Night Race, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - MRA, Delta Raceway, Night Race, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350.

OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA MOTOCROSS - Dublin Gap MX, Newburg. Info: 717/249-6036.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway Short Track, Hanover. Info: 717/359-4310.

* TENNESSEE SUPERCROSS - KTMXA, Powerline, Atwood. Info: 901/686-0558 or 901/662-7173 or elmf08a@prodigy.com.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, May 31

CALIFORNIA GRAND PRIX - SRA/Glen Helen, San Bernardino. Info: 714/957-2985.

* CALIFORNIA MOTOCROSS - AHRMA Northwest Regional MX Series, Phillipsville. Info: 707/943-3029.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Hollister Hills GP Track, Rnd 4, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 2, Castaic Brick Spring Nationals, Lemon Grove MX Park, Piru. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA MOTOCROSS - Over The Hill Gang MX Race, Perris. Info: 714/680-8643.

CALIFORNIA SUPER TT - Buttonwillow Super TT, Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333.

* CALIFORNIA MOTOCROSS - Thousand Oaks Yamaha Spring Classic Nationals, Competition Park, San Jacinto. Info: 909/654-2126.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks MX, Ramona. Info: 760/752-8252.

CALIFORNIA MOTOCROSS - Southwestern Vintage Racing, Modified CZ Class, Carlsbad Raceway, Carlsbad. Info: 760/744-8052.

* COLORADO MOTOCROSS - 11th round of the SRAC MX Series, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Hardrock Cycle Park, Ocala. Info: 352/242-2605.

* IDAHO TRAIL RIDE - Kendrick Trail Riders, Team Race. Info: 208/289-4884.

* IOWA MOTOCROSS - AMA, District 22, New Hartford Racing MX Park, New Hartford. Info: 319/232-3169.

KENTUCKY MOTOCROSS - AMA, Bluegrass Sports, Bluegrass MX Park, Clay City. Info: 606/744-5916.

* KENTUCKY MOTOCROSS - Boyde Wolfe Promotions, Buffalo Creek Raceway, Grayson. Info: 606/833-2776.

NEW MEXICO MOTOCROSS - Motocross at Moriarty. Info: 505/888-7312.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Iron Station. Info: 423/323-5497.

OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Rorick's Dirt-Bike Day. Info: 330/262-4945.

* OHIO MOTOCROSS - Kenworthy's GP Club Scott USA Day, Troy. Info: 937/335-4763.

OHIO HARE SCRAMBLES - CRA, Buckeye Series, Proffer Promotions, Big Valley Raceway, East Palestine. Info: 330/538-2220.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills, Rnd 3, Thor/Parts Unlimited NE MX Series, Clifford. Info: 717/222-9290.

PENNSYLVANIA HARE SCRAMBLES - M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

PENNSYLVANIA MOTOCROSS - M&G Racing, Beaver Valley Raceway, Hookstown. Info: 724/693-2880.

* PENNSYLVANIA MOTOCROSS - Doublin Gap MX, Newburg. Info: 717/249-6036.

* TENNESSEE MOTOCROSS - AMA, Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series. Ashland City, Charlotte. Info: 615/859-0873.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, Lakeside Motorsports Park, Bastrop. Info: 214/351-9900.

TEXAS CROSS COUNTRY - Texas Cross Country Racing Association, Doug Richard/Boars Nest-Jacksboro. Info: 817/685-8091.

* VIRGINIA MOTOCROSS - AMA, District 13, U.S. Eastern MX Spring Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

Fri, June 5

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Night Race, North American Final-FIM Qualifier, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

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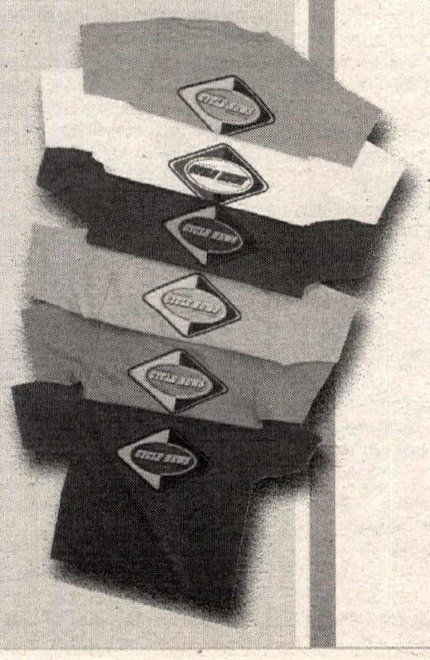

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CALENDAR

Calendar listings are a free service for *Cycle News* readers and race promoters. All information is the responsibility of the promoter. **Calendar listings cannot be accepted over the phone**; we must have a complete written Calendar listing on file. Use listing blank in this section. Listings must be received by Wednesday for publication in the following week's issue. We strongly suggest racers/spectators call the promoter/track to confirm details before traveling to the event. **FAX - 714-436-9574**

MICHIGAN MOTOCROSS - MRA, Night Race, Lookin' Like a Pro Contest, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

June 6-7

CALIFORNIA DUAL SPORT - Team Dual Dogs/KTM/Galpin Ford California Dual Sports Series, Lake Isabella. Info: 818/701-1913.

* CALIFORNIA MOTOCROSS - Dirt Diggers MC, Central California Qualifier, Cyrus Canyon ORV Track, Kernville. Info: 909/883-5259 or dirtdiggers@eee.org.

* CALIFORNIA MOTOCROSS - Thousand Oaks Yamaha Spring Classic Nationals Showdown, Badlands Raceway, Victorville. Info: 949/367-1141.

* CALIFORNIA MOTOCROSS - CMC, Pac-West MX Nationals, Rnds 1 & 2, Albany SX Track, Albany. Info: 541/928-4474 or www.nidlink.com/~mxmom.

CALIFORNIA MOTOCROSS - Starwest MX Park, NMA Ponca City Qualifiers, Night Racing, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

TENNESSEE MOTOCROSS - Victory Sports Racing, Serious Racewear Mega Series, Blountville. Info: 423/323-5497.

WASHINGTON SCRAMBLE/FLAT TRACK - Dinosaur Daze, 14th annual, Rainier, N.W. Maico/CZ, Tacoma MC, AMA, Thurston County ORV Park, McCleary. Info: 253/537-8692.

Sat, June 6

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Toyota Fan Appreciation Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Specials, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA OPEN SCRAMBLES/TT - Cal Coastal Promotions, California Mid-State Fairgrounds, Paso Robles. Info: 805/237-2288 or 805/544-8618.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 1, Yamaha Contingency, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

CALIFORNIA MOTOCROSS - Fresno County Motocross Series, Fresno County Fairgrounds, Fresno. Info: 805/940-6853.

* CALIFORNIA MOTOCROSS - Willow Springs Motocross Series, Willow Springs, Rosamond. Info: 805/940-6853.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

FLORIDA MOTOCROSS - NMA, Ponca City Regional Qualifiers, Southeast Region, Dade City. Info: 352/588-4697.

* FLORIDA SUPERCROSS - West Florida Motocross Park Inc., Milton. Info: 850/623-6038.

* GEORGIA SUPERCROSS - Wings & Wheels Southeastern SX Shoot-Out, Rnd 4, Bremen Race Park, Bremen. Info: 770/941-8464 or Ridermx1@aol.com.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876.

* NORTH CAROLINA SUPERCROSS - NAME, Under The Lights Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, East Bend. Info: 336/699-3629.

* OHIO SUPERCROSS - Action Sports, AMA, Action Sports Center, Nelsonville. Info: 740/594-6686.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600.

PENNSYLVANIA ROAD RACE - Team Pro-Motion, Pocono International Raceway, Long Pond. Info: 888/TEAM.916 or www.teampromotion.com.

* TENNESSEE MOTOCROSS - NMA Qualifier, Montgomery County Fairgrounds, Clarksville. Info: 502/886-8564.

* TENNESSEE SUPERCROSS - KTMXA, ESP Sports, Clarksville. Info: 502/886-8564 or elmf08a@prodigy.com.

* UTAH HARE SCRAMBLES - Big Rock Motosports, USRA, Zion Nat'l Park, Mount Carmel. Info: 801/544-0643.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, June 7

* CALIFORNIA MOTOCROSS - Cycleland Speedway, Chico. Info: 530/342-0063.

CALIFORNIA DRAG RACE AND CAR SHOW - 28th annual Antique Nationals Drag Race and Car Show, Los Angeles County Raceway, Palmdale. Info: 909/695-3713.

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 3, Castaic Brick Spring Nationals, Castaic Lake Park, Castaic. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA MOTOCROSS - NMA, Ponca City Qualifier, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA MOTOCROSS - AMP/GFI Parts Unlimited, Yamaha of Modesto Spring Series, Hollister Hills GP Track, Rnd 5, Hollister. Info: 209/656-9682.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks MX, Ramona. Info: 760/752-8252.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Dade City Raceway, Dade City. Info: 352/242-2605.

GEORGIA MOTOCROSS - Benefit for Katrina Benedict, Aonia Pass MX, Washington. Info: 706/678-3737.

IOWA MOTORCYCLE SHOW - J&P Promotions, Hillclimb, Swap Meet and Ride-In Bike Show, Anamosa. Info: 319/462-6011.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek, Mason Lane, Owenton. Info: 606/472-3442.

MARYLAND HARE SCRAMBLES - Antietam MC, Howell Road, Hagerstown. Info: 301/797-8686 or 301/797-1607.

MICHIGAN HARE SCRAMBLES - Bentwheels Competition Club, Rose City. Info: 248/814-0700.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship, Brush Busters. Info: 417/537-8406.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

NEW JERSEY CROSS COUNTRY - Racer Productions Inc., Atlantic City, Manahawkin. Info: 304/284-0084.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NEW YORK HARE SCRAMBLES - Western New York Offroad Association, Java. Info: 716/457-9531.

NEW YORK SHORT TRACK - Electric City Riders, Semi-Pro, Kelly State Road, Schenectady. Info: 518/875-6730.

OHIO MOTOCROSS - Sunset Ramblers Motorcycle Club of Galion, Galion. Info: 419/562-6931.

* OHIO HARE SCRAMBLES - AMA/District 11, Dynamic Promotions, Constitution Ridge, Belpre. Info: 740/593-6704.

* OHIO HARE SCRAMBLES - CRA, Wagner Racing, Broken Spokes Raceway, New Philadelphia. Info: 330/682-9231.

OHIO MOTOCROSS - MRA, Sandusky Valley Riders MC, Tiffin. Info: 419/927-MOTO.

PENNSYLVANIA ROAD RACING - Eastern American Road Racing Association, New Bloomfield Kart Track, New Bloomfield. Info: 757/484-4688.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA DIRT TRACK - Shippensburg Motorcycle Club, Shippensburg. Info: 717/796-0294.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, Clarksville. Info: 615/859-0873.

* TEXAS MOTOCROSS - 26th annual GNC Texas Series, Mosier Valley USA, Arlington. Info: 214/351-9900.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Mineola. Info: 903/768-2415.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Birch Creek Motorsports Park, Danville. Info: 804/724-4392.

* WASHINGTON MOTOCROSS - AMA/Washougal MX Park, Washougal. Info: 541/673-1671.

* WYOMING MOTOCROSS - 12th round of the SRAC MX Series, Cheyenne Cycle Club, Cheyenne. Info: 303/988-7722 or 303/989-7436.

Fri, June 12

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Night Race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Northern California Spring MX Series, Sacramento Raceway, Rnd 4, Sacramento. Info: 916/682-6123.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

* KENTUCKY SUPERCROSS - KTMXA, Murray Race Track, Murray. Info: 502/753-6919 or 901/247-5277 or elmf08a@prodigy.com.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - On Trac Events, CMC, Night Race, Silver State Raceway, Carson City. Info: 702/267-4392.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* WISCONSIN SHORT TRACK - AMA, SSTs, Sheboygan County Fairgrounds, Plymouth. Info: 414/353-5920.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

June 13-14

NEW MEXICO MOTOCROSS - AMA, Motocross Stock Regional at Moriarty. Info: 505/888-7312.

* NEW YORK SHORT TRACK - AMA/Square Deal Riders MC, SDR Raceway, Harpursville. Info: 607/723-2288 or 607/693-2634.

WISCONSIN MOTORCYCLE SHOW - J&P Promotions, Road America Coca-Cola Super-Classic Ride-In Bike Show, Road America Raceway, Elkhart Lake. Info: 319/462-6011.

Sat, June 13

* ARIZONA MOTOCROSS - Best in the West Formula Four-Stroke Series, Rnd 3, Go Huge Racing Promotions, Ocotillo Raceway, Eloy. Info: 520/743-7727 or www.gohuge.com.

* ARIZONA MOTOCROSS - CMC, Thrasherland, Glendale. Info: 602/935-5314.

CALIFORNIA DIRT TRACK - San Diego Flat Track Association, Temecula Speedway. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - Marysville MX, Night Race, Riverfront Park. Info: 916/695-2727 or http://www.jps.net/motox/index.htm.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Dan Nay Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Specials, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 5, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 2, Yamaha Contingency, Starwest, Moreno Valley. Info: 909/653-4042.

CALIFORNIA TT FLAT TRACK - Fresno Motorcycle Club, Caruthers Fairgrounds, Caruthers. Info: 209/224-5388.

CALIFORNIA MOTOCROSS - Starwest MX Park, GFI Night Series, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

* CALIFORNIA MOTOCROSS - Willow Springs Motocross Series, Willow Springs, Rosamond. Info: 805/940-6853.

* CALIFORNIA MOTOCROSS - Fresno County Motocross Series, Fresno County Fairgrounds, Fresno. Info: 805/940-6853.

FLORIDA MOTOCROSS - NMA Ponca City Regional Qualifiers, Southeast Region, Dade City. Info: 352/588-4697.

INDIANA MOTOCROSS - Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850 or AOL-JM109.

KENTUCKY DUAL SPORT - Racer Productions Inc., Daniel Boone, Renfro Valley. Info: 304/284-0084.

* MISSOURI SHORT TRACK - HLR Motorsports Inc., Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

NEVADA MOTOCROSS - Moto-X-West, Reno OTHG, Night Race, Rnd 2, Fernley International Raceway, Fernley. Info: 702/331-6568 or jaja@aosisol.com.

NEVADA HARE AND HOUND - MRAN, Groundshakers MC, Caliente. Info: 702/453-0795.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Moto-X Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

Sun, June 14

CALIFORNIA MOTOCROSS - SSC MX Racing, Rnd 4, Castaic Brick Spring Nationals, Hungry Valley SVRA, Gorman. Info: 805/294-0020 or www.reset-inc.com/sscmx.

CALIFORNIA MOTOCROSS - Over The Hill Gang MX, Starwest Raceway, Moreno Valley. Info: 714/680-8643.

CALIFORNIA ENDURO - Merced Dirt Riders, District 36, AMA, Spring Gap, Frasier Flat Area, Long Barn. Info: 209/526-3957 or 209/634-4810.

CALIFORNIA FLAT TRACK - San Diego Flat Track Association Inc., Temecula Speedway. Info: 619/277-1591.

* COLORADO MOTOCROSS - RMXA, Yampa Valley Sportsmans Riders Club, Craig. Info: 303/271-0190 or 719/473-6723.

COLORADO MOTOCROSS - SRAC, Coyote, Colorado Springs. Info: 303/988-7722 OR 303/989-7436.

* GEORGIA MOTOCROSS - CRC Inc., Camden Racing Complex, Woodbine. Info: 912/576-3000.

MARYLAND TRAIL RIDE - Western Maryland Off Road Riders, Cliffside Off-Road Park, Rawlings. Info: 301/724-6738.

MICHIGAN HARE SCRAMBLES - District 14, Muskegon M C, Dan Raymond Park, Bridgeton. Info: 616/728-4153.

* MISSOURI MOTOCROSS - HLR Motorsports Inc., HLR Motorsports Park, Moberly. Info: 660/263-4296 or www.moberlymo.com/hlr.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship, Flat Rock Creek. Info: 417/537-8406.

* NEW YORK MOTOCROSS - Frozen Ocean MX Park, AMA, CNYMRA, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK DUAL SPORT - Western New York Offroad Association, ITHACA Dirt Riders, Speedsville. Info: 607/657-8248.

NORTH CAROLINA MOTOCROSS - Dirt World Promotions and AMC, Montrose MX, Raeford. Info: 919/554-4467.

* OHIO MOTOCROSS - Kenworthy's GP Club, David Swingley/Doug Kramer Memorial Race, Troy. Info: 937/335-4763.-

OHIO HARE SCRAMBLES - CRA, Buckeye Series, Proffer Promotions, Cable Creek, Toronto. Info: 330/538-2220.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* OREGON MOTOCROSS - Warner Racing, Wallowa Mountain MX, Enterprise. Info: 541/426-6284.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills, Blocker Enterprise Day, Clifford. Info: 717/222-9290.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

* SOUTH CAROLINA MOTOCROSS - The Money Pit, Yemassee. Info: 800/953-6607 or www.taildragger.com.

* TENNESSEE MOTOCROSS - AMA/Five Oaks Motocross, Sale Creek. Info: 423/332-9092.

* VIRGINIA MOTOCROSS - AMA, District 13, Ballzee Grand Championship Series, Action Town USA MX Park, Dillwyn. Info: 804/724-4392.

* WISCONSIN MOTOCROSS - AMA, Aztalan Cycle Club, Clubgrounds, Lake Mills. Info: 414/297-9367.

Fri, June 19

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge 3, Fan of the Week, Night Race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

June 20-21

* CALIFORNIA MOTOCROSS - Over The Hill Gang/Old-Timers Mammoth Mountain Motocross, Mammoth Lakes. Info: 714/680-8643.

CALIFORNIA MOTOCROSS - MiniStars 98, Starwest Supercross Park, Moreno Valley. Info: 909/657-8845 or 909/943-4535 or mxraces@hotmail.com.

CALIFORNIA ROAD RACE - Willow Springs Motorcycle Club, Rnd 6, Rosamond. Info: 805/256-1234.

* MICHIGAN MOTOCROSS - AMA, District 14, Dirt Riders Motorsports, Log Road, Bronson. Info: 419/636-5430.

NEVADA DUAL SPORT - Dust Devils MC, Reno 200 Dual Sport, Boomtown Hotel Casino, 702/853-6660.

* WASHINGTON MOTOCROSS - CMC, Pac-West MX Nationals, Rnds 3 & 4, Horn Rapids OHV, Richland. Info: 208/667-7905 or www.nidlink.com/~mxmom.

Sat, June 20

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen Raceway, San Bernardino. Info: 619/484-1441.

* CALIFORNIA SPEEDWAY - International Speedway, Mission/Yamaha Night, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Specials, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA RIDE FOR BREAST CANCER - Pony Express Tour, AMA, Susan G. Komen Breast Cancer Research, Women Motorcyclists of Southern California. Info: 213/664-3964 or 716/768-6054.

* CALIFORNIA MOTOCROSS - GFI Racing, GFI at Night MX Series, Rnd 3, Yamaha Contingency, Lancaster MX, Lancaster. Info: 909/653-4042.

* CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillsfery Speedway, Newman. Info: 209/466-6781.

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

FLORIDA DIRT TRACK - Florida Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* FLORIDA SUPERCROSS - West Florida Motocross Park Inc., Night Race, Milton. Info: 850/623-6038.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Night Race, Dade City. Info: 352/588-4697.

* IOWA HALF MILE - Unlimited Promotions, Rnd 1, Oskaloosa. Info: 515/265-8388.

* NEVADA HARE & HOUND - High Desert Racing, Wells. Info: 702/777-9535.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Night Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

* OHIO MOTOCROSS - AMA, Dirt Country Raceway, Blanchester. Info: 513/625-7350.

* OHIO STADIUM MOTOCROSS - CRA, Western Reserve MC, Night Race, Salem. Info: 330/337-8005.

OHIO MOTOCROSS - MRA, Night Race, Lookin' Like a Pro Contest, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OKLAHOMA MOTOCROSS - Gold Cup Challenge MX, Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

* WEST VIRGINIA MOTOCROSS - Mom's Mountain Inc., AMA, Mom's Mountain Race Park, Daniels. Info: 304/763-9133.

Sun, June 21

CALIFORNIA GRAND PRIX - SRA/Carlsbad Raceway, Carlsbad. Info: 714/957-2985.

CALIFORNIA MOTOCROSS - CMMC, Barona Oaks MX, Ramona. Info: 760/752-8252.

* COLORADO MOTOCROSS - RMXA, Two Rivers Racing, Milliken. Info: 303/271-0190 or 719/473-6723 or rmxarules@worldnet.att.net.

COLORADO MOTOCROSS - SRAC, Wild Rat, Colorado Springs. Info: 303/988-7722 or 303/989-7436.

NEW MEXICO MOTOCROSS - AMA High Desert Racing Club, Aztec. Info: 970/533-9747 or 505/325-4195.

* NEW YORK MOTOCROSS - Frozen Ocean Motocross Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

NEW YORK HARE SCRAMBLES - Western New York Offroad Association, SATRA, Frozen Ocean, Owasco. Info: 315/895-7654.

* NORTH CAROLINA MOTOCROSS - Devil's Ridge MX Grand Championship Series, District 29, AMA, Sanford. Info: 919/776-1767.

* PENNSYLVANIA MOTOCROSS - AMA/Hurricane Hills, Clifford. Info: 717/222-9290.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen, Matto Cycle Honda-KTM, 6th annual Top Rider Shoot-Out, St. Clair. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA DUAL SPORT RIDE - AMA/Pennsylvania Trail Riders Association, Seven Mountains Campgrounds, Milroy. Info: 717/792-1384.

TENNESSEE MOTOCROSS - AMA, Peery's Outdoor MX, Hohenwald. Info: 931/796-2298.

* TEXAS SHORT TRACK - Action Promotions, Action Speedway, Mineola. Info: 903/768-2415.

June 25-28

CALIFORNIA MOTOCROSS - 31st annual Mammoth Motocross, Mammoth Lakes. Info: 760/934-0642.

Fri, June 26

* CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Night Race, Gold Country Fairgrounds, Auburn. Info: 530/878-7223 or FastFriday@aol.com.

* CALIFORNIA MOTOCROSS - KB Racing Promotions, Northern California Spring MX Series, Rnd 5, Sacramento Raceway, Sacramento. Info: 916/682-6123.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO SHORT TRACK - Lawrenceburg Motorcycle Speedway, Semi-Pro, Night Race, Cincinnati. Info: 513/662-7759 or 812/537-5299.

* OHIO MOTOCROSS - Broken Spokes Raceway, Night Race, New Philadelphia. Info: 330/339-9265.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

June 27-28

CALIFORNIA SUPER TT/SUPERMOTARD - Buttonwillow Raceway Park, Buttonwillow. Info: 805/764-5333 or www.supertt.com.

CALIFORNIA OVERNIGHT RIDE - Los Angeles Harley-Davidson & Buell, Ride to Santa Maria Inn. Info: 562/408-6088.

COLORADO MOTOCROSS - SRAC, Colorado Motorsports Promotions, Aurora. Info: 303/988-7722 or 303/989-7436.

MISSOURI HARE SCRAMBLES - Missouri Hare Scramble Championship, Racers For Research Missouri Dirt Riders & March of Dimes. Info: 417/537-8406.

* WASHINGTON MOTOCROSS - CMC, Pac-West MX Nationals, Rnds 5 & 6, Wardcreek Raceway, Raymond. Info: 360/942-5674 or www.nidlink.com/~mxmom.

* WISCONSIN SHORT TRACK - AMA, Aztalan Cycle Club, club grounds, Lake Mills. Info: 414/353-5920 or 297-9367.

Sat, June 27

* ARIZONA MOTOCROSS - CMC, Thrasherland, Glendale. Info: 602/935-5314.

* CALIFORNIA SPEEDWAY - International Speedway, Jack Milne Cup, Orange County Fairgrounds, Costa Mesa. Info: 949/492-9933.

CALIFORNIA MOTOCROSS - CRC, Saturday Night Specials, Los Angeles County Raceway. Info: 805/272-8889.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 6, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

CALIFORNIA OPEN SCRAMBLES/TT - Cal Coastal Promotions, California Mid-State Fairgrounds, Paso Robles. Info: 805/237-2288 or 805/544-8618.

CALIFORNIA MOTOCROSS - Starwest MX Park, Night Racing, Moreno Valley. Info: 909/657-8845 or 909/943-4535.

* CALIFORNIA SHORT TRACK - Stockton MC, AMA, Hillsfery Speedway, Newman. Info: 209/466-6781.

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

* FLORIDA MOTOCROSS - KRY Inc., Pasco County Fairgrounds, Night Race, Dade City. Info: 352/588-4697.

* INDIANA MOTOCROSS - Steeltown Motocross Park, Chrisney. Info: 888/957-RACE or 812/925-8850 or AOL-JM109.

LOUISIANA MOTOCROSS - Possum Cove International Speedway, Mossbluff. Info: 318/855-2401 or 318/855-1978.

NEBRASKA SHORT TRACK - Norfolk Short Track, First Street & Benjamin Avenue, Norfolk. Info: 402/887-5380 or jghix@bloomnet.com.

* NEW YORK SPEEDWAY - New Champion Speedway, Opening Night, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge, Spring Summer Series, Taylorsville. Info: 704/758-4342.

* OHIO MOTOCROSS - Malvern Motocross Park, Night Race, Harding's Park Cycle Night. Info: 330/262-4945.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, June 28

CALIFORNIA MOTORCYCLE SWAP MEET - The Shop, 11th annual Antique Motorcycle Show and Swap Meet, Ventura County Fairgrounds. Info: 805/650-6777.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Sun State Raceway, Ona. Info: 352/242-2605.

* FLORIDA ROAD RACE - CCS, Moroso Motorsports Park, West Palm Beach. Info: 561/793-3394.

MARYLAND ROAD RACING - Eastern American Road Racing Association, Monrovia Raceway, Frederick. Info: 757/484-4688.

* MARYLAND HARE SCRAMBLES - Ironman Hare Scramble Series, AMA, Western Maryland Off Road Riders, Cliff-Side Off-Road Park, Rawlings. Info: 301/724-6738.

* MISSISSIPPI MOTOCROSS - MX 886, Rnd 3, Pontotoc. Info: 601/489-8316.

NEBRASKA MOTOCROSS - Great Plains Promotions, White Sands Raceway MX Park, Ashland. Info: 402/556-5801.

* NEW JERSEY MOTOCROSS - 13th annual Suzuki - sponsored New Jersey State MX Championships, Dash For Cash Finale Moto, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800.

NEW MEXICO MOTOCROSS - Motocross at Moriarty. Info: 505/888-7312.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NEW YORK ENDURO - Western New York Offroad Association, South Tier, ECEA, Webb Mills. Info: 607/962-2961.

NORTH CAROLINA MOTOCROSS - Victory Sports Racing, Winters Marketing Ultra Series, Reidsville. Info: 423/323-5497.

OHIO MOTOCROSS - Ironman Gran Prix Motocross, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

OREGON ROAD RACE - OMRRA, Harley Day, Burn-Out Contest, Portland. Info: 503/221-1487.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park Inc., Fredericksburg. Info: 717/273-1180 or 717/865-5530.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

TENNESSEE HARE SCRAMBLES - Mid-South Summer Series, Lawrenceburg, 615/859-0873.

* WASHINGTON MOTOCROSS - AMA/Washougal MX Park, Washougal. Info: 641/673-1671.

WASHINGTON FLAT TRACK - Vintage, AMA Tocoma MC, Thurston County ORV Sports Park, McCleary. Info: 253/845-2505.

Thur, July 2

* WISCONSIN MOTOCROSS - AMA Stadium MX, Nielsen Entertainment, Pro-Challenge Series, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 3-4

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

Fri, July 3

CALIFORNIA DIRT TRACK - San Diego Flat Track Association Inc., Del Mar. Info: 619/277-1591.

GEORGIA SUPERCROSS - High Falls SX, Night Race, High Falls. Info: 770/358-6111.

MICHIGAN MOTOCROSS - MRA, Night Race, Wheelie King Contest, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

OHIO MOTOCROSS - Rorick's Dirt Bike Night, Malvern Motocross Park, Night Race. Info: 330/262-4945.

July 4-5

* CALIFORNIA MOTOCROSS - GFI, Team Green Youth World Nationals, Goat, Kawasaki and Yamaha Contingency, Glen Helen, Devore. Info: 909/653-4042.

CANADA MOTOCROSS - Old-Timers MX, International Old-Timers MX Association, British Columbia Chapter, Agassiz, British Columbia. Info: 604/526-7320.

* FLORIDA ROAD RACE - CCS, Homestead Motorsports Complex, Homestead. Info: 561/793-3394.

IOWA MOTOCROSS - Sand Castle Race Park, Des Moines. Info: 515/771-6439 or 265-7710.

TEXAS MOTOCROSS - 21st annual GNC Good Time National, Mosier Valley USA, Arlington. Info: 214/351-9900.

WEST VIRGINIA MOTOCROSS - Serious Racewear Mega Series, Victory Sports Racing, Hinton/Beckley. Info: 423/323-5497.

Sat, July 4

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

* CALIFORNIA MOTOCROSS - WGAS Motorsports Entertainment and Promotions, Lassen County Fairgrounds, Susanville. Info: 530/333-9230.

FLORIDA DIRT TRACK - Dirt Track Racers Association, Orange County Raceway, Orlando. Info: 407/869-5388.

* NEVADA MOTOCROSS - Las Vegas Motocross Club, New Las Vegas Motor Speedway, Las Vegas. Info: 702/565-7876.

* NEW YORK ARENACROSS - Frozen Ocean Motocross Park Inc., Night Race, Auburn. Info: 315/784-5466 or 784-5517.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, District 29, Night Race, East Bend. Info: 336/699-3629.

* OHIO MOTOCROSS - Smith Road Raceway, Medina. Info: 330/725-8569.

OHIO MOTOCROSS - MRA, Night Race, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

Sun, July 5

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, Orlando MX Park, Orlando. Info: 352/242-2605.

* NEW YORK MOTOCROSS - ACE, AMA, 1998 Championship Point Series, Modena. Info: 297-0143.

NEW YORK HARE SCRAMBLES - Western New York Offroad Association, Flat Rock, Mini Bikes Only, Lowville. Info: 315/376-2332.

* NEW YORK MOTOCROSS - Frozen Ocean MX Park, WNYSC, Auburn. Info: 315/784-5466 or 784-5517.

OHIO MOTOCROSS - Sunset Ramblers M C, Galion. Info: 419/562-6931.

OHIO MOTOCROSS - MRA, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

PENNSYLVANIA MOTOCROSS - Sleepy Hollow MX Park, Fredericksburg. Info: 717/273-1180 or 717/865-5530.

* WASHINGTON MOTOCROSS - AMA Pacific Northwest Championship, Scott USA Day, Washougal MX Park, Washougal. Info: 541/673-1671.

Thur, July 9

* IOWA MOTOCROSS - The Dallas County Fair Reunion Championship, Dallas County Fairgrounds, Adel. Info: 515/285-6910.

July 10-12

TENNESSEE MOTOCROSS - Victory Sports Racing, Kawasaki Tennessee State Championship, Muddy Creek Raceway, Blountville. Info: 423/323-5497 or www.victory-sports.com.

Fri, July 10

CALIFORNIA SPEEDWAY - Fast Fridays Speedway Racing, Challenge #4, Fan of the Week, Gold Country Fairgrounds, Auburn. Info: 530/878-7223.

* CALIFORNIA SPEEDWAY - International Speedway, Sidecar, Pro 600 Dirt Track, Quad and Midget Championships, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

* CALIFORNIA MOTOCROSS - K-B Racing Promotions, Night Race, Sacramento Raceway, Sacramento. Info: 916/682-6123.

MICHIGAN MOTOCROSS - MRA, Night Race, Milan Cycle City, Milan. Info: 734/439-7735 or 734/241-1600 or www.racemra.com.

* NEVADA MOTOCROSS - On Trac Events, CMC, Night Race, Silver State Raceway, Carson City. Info: 702/267-4392.

* NEVADA ARENACROSS - On Trac Events, GSC Racing, Silverstate Raceway, Carson City. Info: 702/267-4392.

* WISCONSIN MOTOCROSS - AMA Stadium MX, Suzuki Contingency Night, Lake Geneva Raceway, Bloomfield Road, Lake Geneva. Info: 815/728-0823.

July 11-12

NEW YORK GRAND PRIX - NYS Off-Road Grand Prix Championship Series, Eyeser Show Productions, Colden. Info: 716/825-8720.

OHIO MOTOCROSS - MRA, Best in the Midwest Nationals #11, Delta Raceway, Delta. Info: 419/822-3006 or 734/241-1600 or www.racemra.com.

* WASHINGTON MOTOCROSS - CMC Pac-West MX Nationals, Rnds 7 & 8, Trulson MX Park, Ethel. Info: 360/985-7670.

Sat, July 11

CALIFORNIA SPEEDWAY - AMA, Sideways Saturday, CLB Enterprises, Dixon Fairgrounds, Dixon. Info: 707/678-5961.

CALIFORNIA ROAD RIDE - Los Angeles Harley Davidson & Buell, 5th annual LA Harley Ride to Snow Valley in Big Bear. Info: 562/408-6088.

* CALIFORNIA MOTOCROSS - GFI, Night Race, Rnd 4, Perris Raceway, Perris. Info: 909/653-4042.

CALIFORNIA MOTOCROSS - CMXR, 1998 Spring MX Series, Rnd 7, Carlsbad Raceway, Carlsbad. Info: 888/550-MOTO or www.carlsbadmx.com.

* CALIFORNIA SPEEDWAY - International Speedway Fair Derby, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933 or www.wient.com/speedway.

CALIFORNIA MOTOCROSS - Marysville MX, Night Race, Riverfront Park, Marysville. Info: 916/695-2727 or htpp://www.jps.net/motox/index.htm.

CALIFORNIA MOTOCROSS - Racing Enterprises Motorsports, Glen Helen, San Bernardino. Info: 619/484-1441.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Palmdale. Info: 805/272-8889.

NEVADA MOTOCROSS - Moto-X-West, Nevada Old-timers, Night Race, Rnd 3, Fernley International Raceway, Fernley. Info: 702/423-8226.

* NEW YORK SPEEDWAY - New Champion Speedway, AMA National Qualifier, Owego. Info: 716/227-2223 or speedway.everyware.com/owego_ny.html.

* NORTH CAROLINA MOTOCROSS - Daniels Ridge Spring/Summer Series, Taylorsville. Info: 704/758-4342.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, AMA, District 29, Night Race, East Bend. Info: 336/699-3629.

* NORTH CAROLINA SUPERCROSS - NAME, Night Series, Rolling Hills Cycle Park, Reidsville. Info: 336/342-4492.

OHIO MOTOCROSS - Motocross Night, Malvern Motocross Park, Night Race. Info: 330/262-4945.

* OHIO SUPERCROSS - Action Sports, AMA, Nelsonville. Info: 740/594-6686.

OKLAHOMA MOTOCROSS - Pro-Am Sports Inc., Motorcycle Raceway, Oklahoma City. Info: 405/737-2468.

PENNSYLVANIA SHORT TRACK - AMA, Trail-Way Speedway, Hanover. Info: 717/359-4310.

VIRGINIA MOTOCROSS - Powerline Motocross Playground, Floyd County, Willis. Info: 540/789-7260 or 540/789-7640.

Sun, July 12

CALIFORNIA SHORT TRACK - San Diego Flat Track Association Inc., Costa Mesa Fair. Info: 619/277-1591.

CALIFORNIA MOTOCROSS - CRC, Los Angeles County Raceway, Mini Nationals, Palmdale. Info: 805/272-8889.

CALIFORNIA SPEEDWAY - International Speedway, Youth Motorized Olympics, and Sound of Thunder Vintage Motorcycle Races, Orange County Fairgrounds, Costa Mesa. Info: 714/492-9933.

COLORADO MOTOCROSS - AMA High Desert Racing Club, Mesa Verde. Info: 970/533-9747 or 505/325-4195.

COLORADO MOTOCROSS - SRAC, Rocky Mountain Promotions, Berthoud. Info: 303/988-7722 or 303/989-7436.

FLORIDA MOTOCROSS - ProSports USA, Sunshine State MX Championship Series, and annual MDA Benefit Race, Motocross of Marion County, Reddick. Info: 352/242-2605.

KENTUCKY HARE SCRAMBLES - AMA, Eagle Creek Park, Mason Lane, Owenton. Info: 606/472-3442.

KENTUCKY HARE SCRAMBLES - Mid-South Summer Series, Greensburg. Info: 615/859-0873 or www.msws.org.

* MARYLAND MOTOCROSS - AMA, District 7, Budds Creek MX Park, Budds Creek. Info: 301/475-2000 or www.buddscreek.com.

MISSOURI HARE SCRAMBLES - Missouri Hare Scrambles Championship, Spare Parts, High way DD West. Info: 573/796-8617.

* NEW JERSEY MOTOCROSS - AMA, Semi-Pro, Old Bridge Township Raceway Park, Englishtown. Info: 732/446-7800 or ETownrcwy@aol.com.

NEW YORK HARE SCRAMBLES - Western New York Offroad Association, ITHACA Dirt Riders, Speedsville. Info: 607/657-8248.

NEW YORK MOTOCROSS - Silver Springs Motocross, WNYSC, Rock Glen. Info: 716/786-5596 or 716/786-2157.

NORTH CAROLINA MOTOCROSS - East Bend Motocross, Grand Championship Series, Districts 29 &13, East Bend. Info: 336/699-3629.

PENNSYLVANIA MOTOCROSS - Flying Dutchmen MC Inc., Pine Grove. Info: 717/345-6340 or 717/345-8734.

PENNSYLVANIA HILL CLIMB - Bedford County Motorcycle Club, Beaverdale. Info: 814/487-4320.

PENNSYLVANIA CROSS COUNTRY - Racer Productions Inc., Boyers. Info: 304/284-0084.

PENNSYLVANIA MOTOCROSS - Bellco Inc., Steel City USA, Delmont. Info: 304/284-0084.

FREE CALENDAR LISTINGS

Calendar listings are a free service. Type or legibly print all the information asked for below and mail to Cycle News Calendar, P.O. Box 5084, Costa Mesa, CA 92628-5084. Calendar listings cannot be accepted over the phone; we must have a complete Calendar listing form. Listings must be received by the close of business on Wednesday for publication in the following week's issue. **FAX - 714-436-9574**

Event date: _____

Type of event: _____ Pro Payback: ❑ Yes ❑ No

Event sanction/promoter/sponsoring club: _____

_____

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Photo courtesy of the Ruppel family/Springfield, OR

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WANT ADS

HELP WANTED

"B" Tech's Needed
$12.00 per hour for good "B" class tech's. Year round in southwest Florida. Busy multi-line dealer, bikes and PWC. Will help with move for the right people. Attitude is everything. Call collect for Jerry (941)594-5535 or fax (941)594-5299. FL

Need Help Fast!
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Sales Person Wanted
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Full Line Dealer Is Expanding
Busy Southern California full line motorcycle, jetski shop looking for qualified mechanics and warranty clerk. Paid holidays, vacation and health benefits available. Call now ask for Chad or Brian. (619)278-6635. CA

CYCLE SPORTS of RIVERSIDE growing independent for all major brands, is looking for experienced mechanic. Five day per week commission. Contact Jeff (909)272-5750. CA

Development Professional Sought
Established museum sponsored by 200,000 member association near Columbus, Ohio seeks qualified professional to build diversified fundraising program for non-profit foundation. Must have experience with planned giving, major gifts, direct mail, advertising and special events. Enthusiasm for motorcycling/motorsports a plus. National donor file in place. Competitive compensation package, a supportive staff and volunteer board awaits the right applicant. Send resume to: American Motorcyclist Association, Human Resources - RDD, 33 Collegeview Road, Westerville, OH, 43081.

Experienced Service Technicians Needed
Excellent benefits, employee owned, stock options available and high commissions. Cycle Gear has several immediate openings throughout the beautiful San Francisco Bay Area for experienced techs and trainees. Join America's largest growth oriented chain of accessory stores. Contact our Human Resources Dept @ (510)236-7384. Leave message for Paul. CA

Service Tech - Dallas, TX
Experienced tech needed at Carrollton Kawasaki. Must have watercraft experience, top pay and benefits. Home of the Thor Kawasaki Arenacross Team. (972)418-6565. TX

Wanted M/C Collision Repair Mechanic
Fastlane Cycles, largest in California, needs mechanics for collision repair and service tune ups on late model sportbikes, full- time, extremely good pay, good atmosphere and must be serious, devoted and punctual. Monday thru Friday 9am to 6pm. (714)373-4312. CA

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Good customer service skills. Heavy phones and motorcycle industry experience preferred. Distributor of motorcycle performance parts. Send resume to Sudco, 3014 Tanager Ave, Commerce, CA, 90040 or fax (213)728-5060. CA

Sales
Harley Davidson dealer in central Minnesota looking for an experienced salesperson. Motorcycle experience a plus but not required. Fax resume to (320)251-5168 or call for details. Small dealership with great atmosphere.(320)251-6980.MN

Service Tech/Sales/Parts/Cashier
Honda Kawasaki Santa Monica. Ask for Edward (310)450-4643. CA.

HONDA RACING PROGRAM requires experienced Race Engine Builders ASAP! OL Motorsports Recruitment. Fax resume (619)265-5397. CA

Technician/Parts
Honda Yamaha Dealer in NE San Francisco Bay Area looking for qualified, experienced individual to join our fast growing operation. Call (707)643-2548. CA

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Large multi-line dealership in need of experienced Technicians. Outstanding compensation for truely talented (both quality and speed) individuals. Contact Bill Tuers at (305)654-8874 or Fax resume (305)654-0558. FL.

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Large Yamaha dealer in Southern California, designer store, needs experienced counterperson. Benefits. Call John Sutton, Mission Yamaha, (714)582-0351 or fax resume to (714)582-1325 or E-mail www.missionyamaha.com. CA

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FloridaMulti-line volume dealer is looking for experienced salesman. Immediate opening. Salary plus commission. Central Florida location. Send inquiries to: Division F, P. O. Box 5084, Costa Mesa, CA, 92628-5084.

LEAD MOTORCYCLE TECHNICIAN wanted for 18 year old, growing, multi-line dealership. Live and work at the beach 30 miles north of Los Angeles. Full time, year round, busy shop with top pay, medical, vacations, retirement, training, and more. Contact Bill at Cal Coast Motorsports, (805)486-6303. CA

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Looking for good organized manager type for our busy parts department. Multi-line dealership, good starting pay w/commision, other benefits. Call collect for Jerry (941)594-5535 or fax (941)594-5299. FL

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Malcolm Smith Racing is looking for an aggressive enthusiast. Must be retail oriented with good organizational and communication skills. Off-road product and computer knowledge needed. Various duties, must be a team player. Full time, hourly position with complete benefits and 401K. Fax resume (909)279-7678. CA

Mechanic
Motorcycle, JetSki, ATV. Experienced with Suzuki, Kawasaki, Yamaha, Honda. Must have own tools. Please call (718)773-2279. NY

SERVICE MANAGER COME TO DENVER , CO!
Multi-line motorcycle dealership looking for a professional who understands customer service. Must have extensive knowledge of the service industry. Lightspeed and Lendco training a plus but not necessary. A 5 day work week. Medical and dental benefits. Call (303)761-2471 ask for Bill or fax resume to (303)789-9597. CO

Sunny Las Vegas
Need competent, reliable people in our service department. Plenty of work. Guaranteed minimum for 4 stroke tech. Salary for Service Manager/Writer. Insurance paid, flex work week available. Let me know your needs. EOE. M/F. Kawasaki of Las Vegas, 3800 N. Rancho Dr. 89130.(702)656-1955 (fax)656-0277 Attn: Dale. NV

Mail Order Sales Person
Need experienced sales person who knows MX parts and gear very well A.S.A.P.!! Excellent potential for growth and income. Good customer relation skills a must. Please Fax resume to (818)908-0585 or Call Mo at (818)908-1140. Westwood Int'l., Van Nuys, CA.

Parts Counterperson
Needed for busy dealership. Experience preferred. Ask for Paul at Rice Honda Sea-Doo. (626)917-7423. CA

$1,000 Reward - Atlanta Parts Manager
Payable 30 days after successful employment of a proven winner. Growing into our 27th year, we are looking for applicants with 2 plus years multi-line experience. Extensive Lightspeed and mechanizing skills a plus. An enthusiast who is hard working, highly organized and personable will find this position highly rewarding and enjoyable. We offer salary plus commissions, profit sharing, paid vacation, employee purchase plans and more. Contact Bo Bobbitt, Cycle Specialty, Fayetteville, GA. (770)461-3541 or Fax (770)461-9168. GA.

Help Wanted
Pro Circuit is seeking full-time employment M-F. Various job openings. Call for interview. Ask for Jon. (909)736-8050. CA

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Professional skills needed at fast paced, multi-location motorcycle / watercraft dealership. Requires excellent leadership, customer service, organizational, and marketing skills. Excellent pay at busy dealership. Manage a dept. in Salem, Eugene, or both for the right person. Please FAX resume to (503)390-8327. Cycle Sports - Martin or Dave at (503)390-9000. OR.

Experienced BMW Tech Wanted
Southeast No. 1 exclusive BMW dealer looking for tech with experience and good work habits. Good benefits and salary. Plus living in Daytona Beach, who could ask for more! Work all year round.(888)219-4219. FL

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Southeast Texas multi line dealer needs experienced take charge Service Manager. Lightspeed experience a plus. Send inquiries to Division D, P. O. Box 5084, Costa Mesa, CA, 92628-5084.

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JOIN SUZUKI'S SERVICE TEAM We are seeking a high energy, positive personality, hands-on manager for our Motorcycle, ATV and Marine Service Department. You will manage a small group of young professionals who support our retail customers. Candidates must be technically savvy, be a proven staff manager and be capable of responsible, flexible and cost effective customer service decisions. We offer a friendly team oriented work environment, company car, excellent benefits and a real career opportunity. Please no phone calls at this time. Send your resumes with salary requirements to: American Suzuki Motor Corporation, Human Resources Code M/C-11, 3251 E. Imperial Hwy. Brea, CA 92821 EEO fax (714) 528-7385. E-mail: hr@suz.com. CA

Experienced Technician
Stable with good attitude needed for year round work. Excellent salary with benefits and incentives. Experience with Japanese motorcycles, preferably Suzuki specialist. Interested candidates call Vic (714)646-2428 or fax resume to (714)645-3251. CA

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Two Sales Mgr's needed at growing multi-line, multi-store operation. Be a key player at established store or make it happen at the newer location. Excellent pay and opportunity. Great F&I focus and support. Proven ability can progress towards GM position. Cycle Sports. Scott or Dave. Salem, Oregon FAX (503)390-8327, Ph (503)390-9000. OR.

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Well organized person needed to help on our busy service counter. Must have a good track record. Pay equal to experience. Will help with move for the right person, other benefits included. Call collect for Jerry (941)594-5535 or fax (941)595-5299. FL

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Orange County Triumph Racing seeks major sponsor for continued success. First at Daytona, Laguna Seca, Willow Springs in Pro Thunder. Great promotional opportunity for nominal investment. Call Mickey at (714)429-9200. CA

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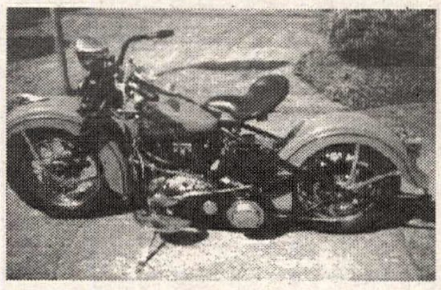

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Blue. Like new. $15,000. (503)654-1707. OR

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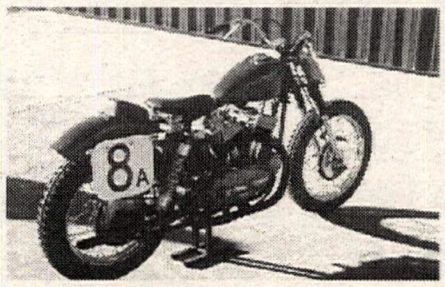

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Original except tires, never bored, near perfect, have original title and history, sales brochure, shop manual. $16,500. (303)648-3694. CO

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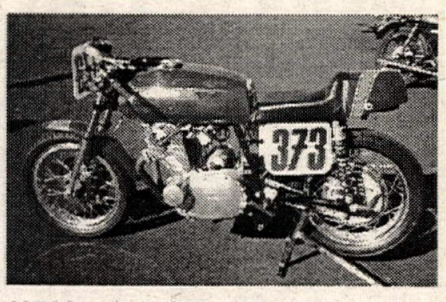
30 year anniversary 125. (1 of 5 in world). $8,000. Ask for Danny, (209)728-2500. CA



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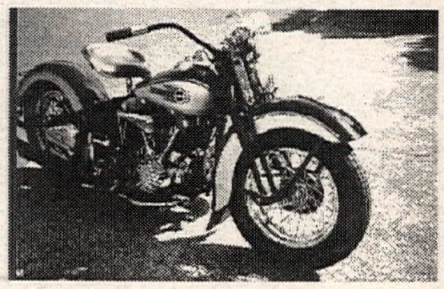

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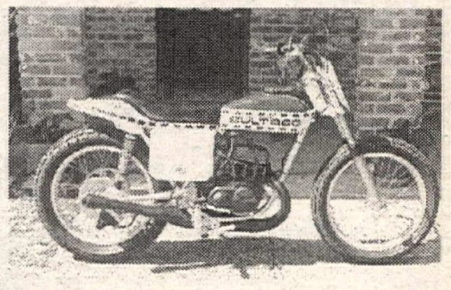

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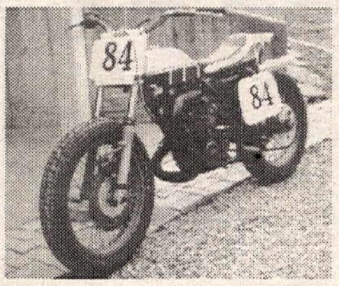

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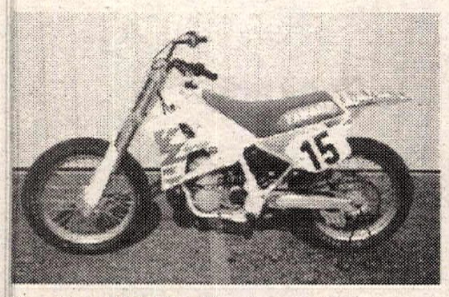

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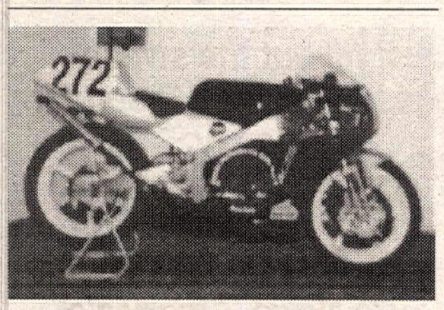

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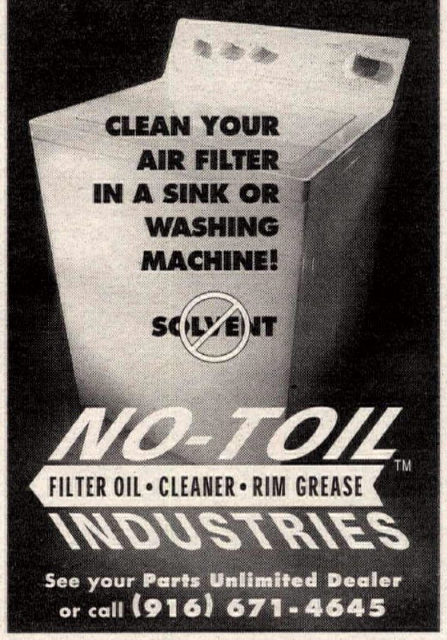

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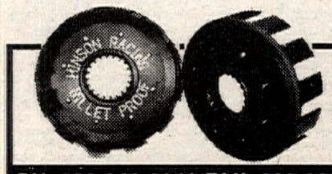

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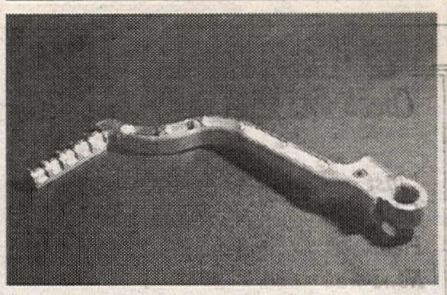

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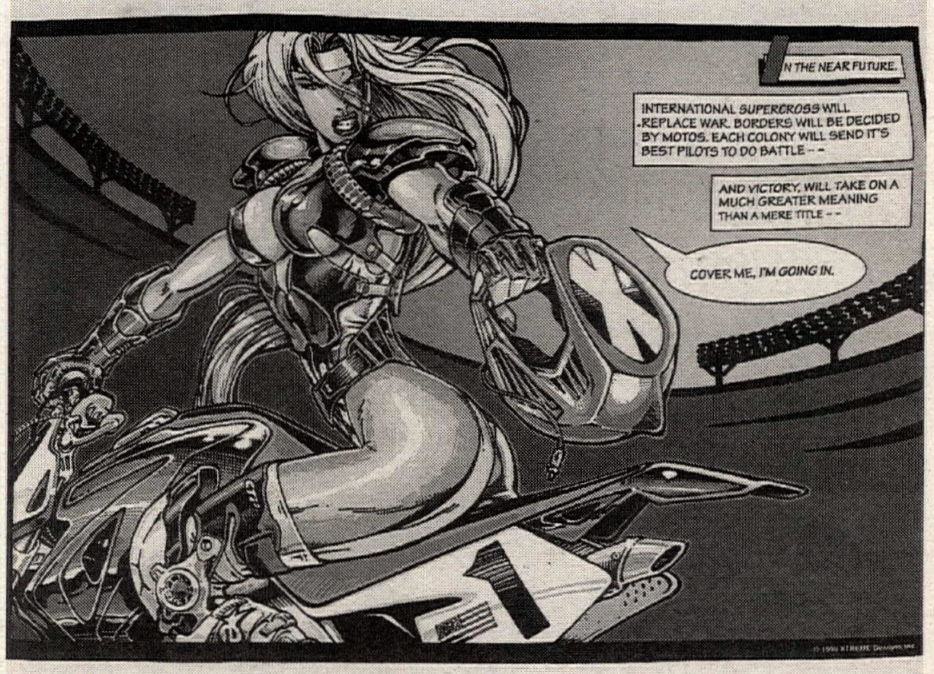

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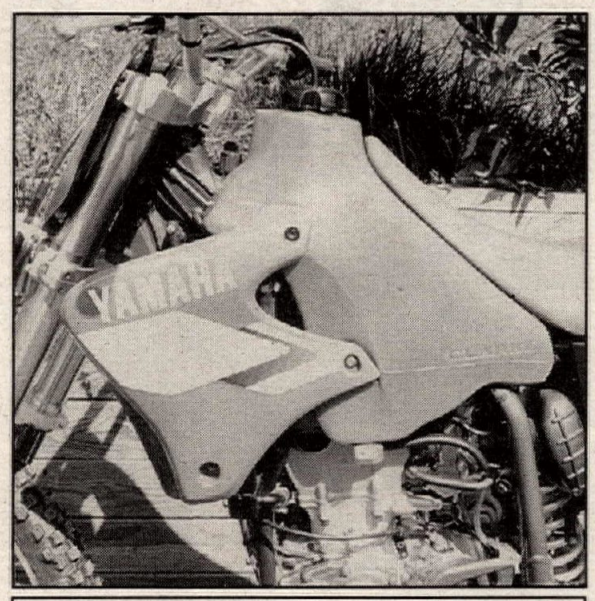

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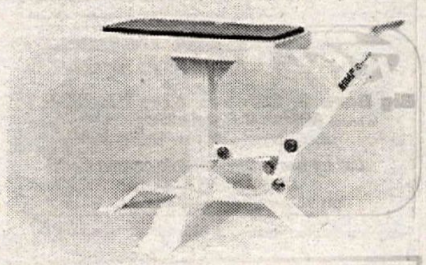

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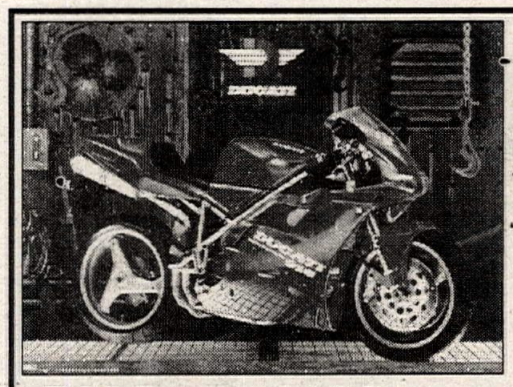

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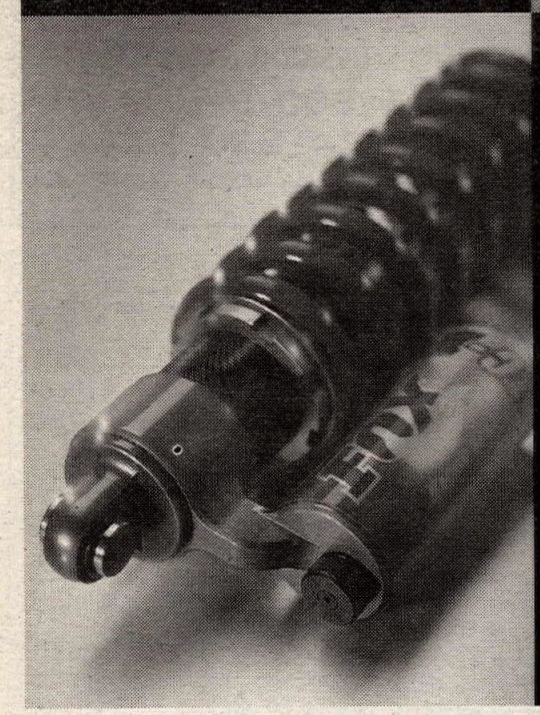

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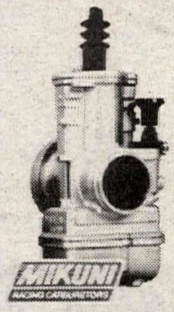

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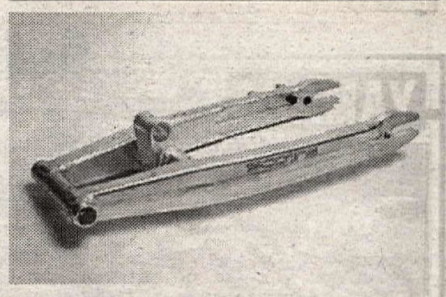

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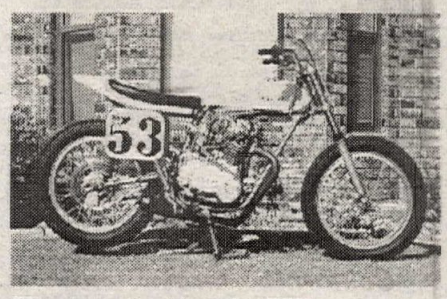

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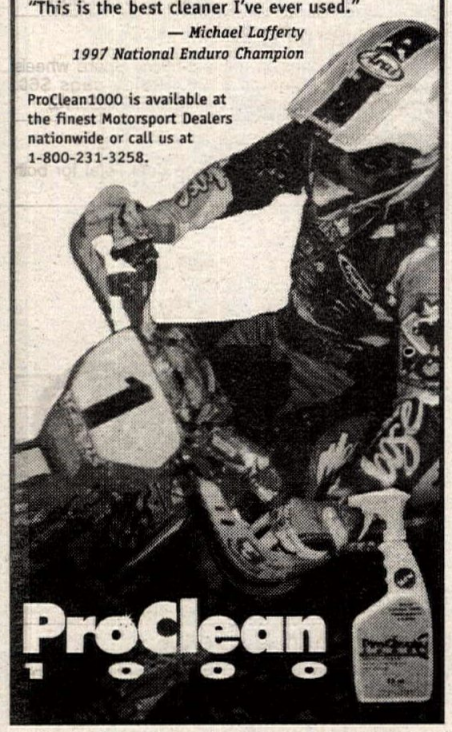

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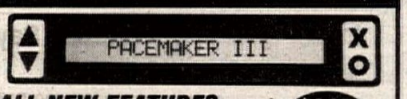

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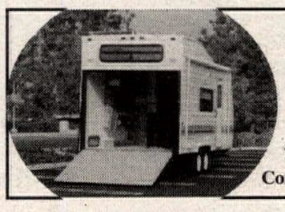

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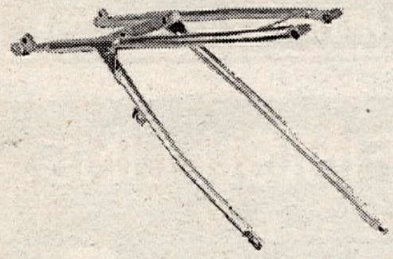

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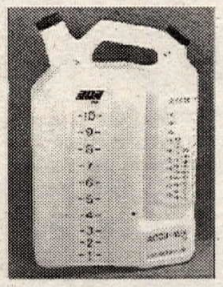

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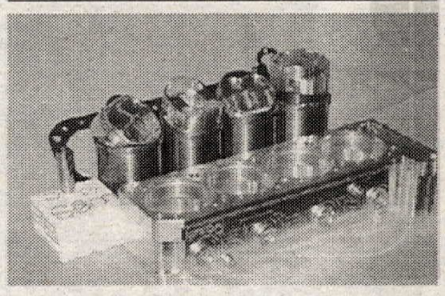

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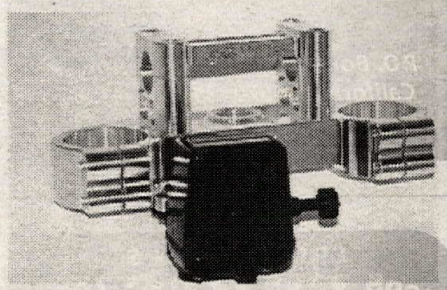

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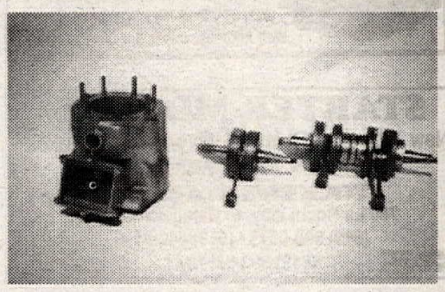

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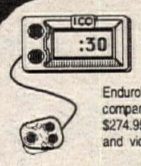

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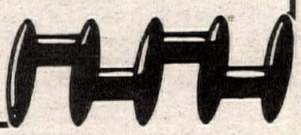

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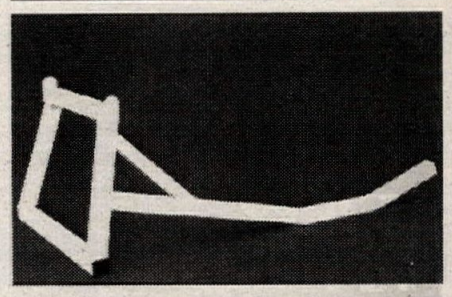

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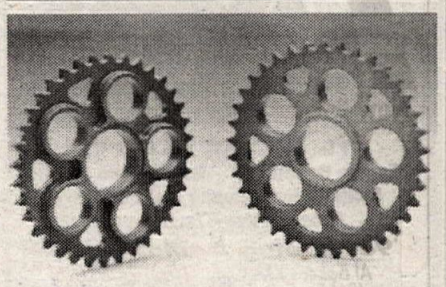

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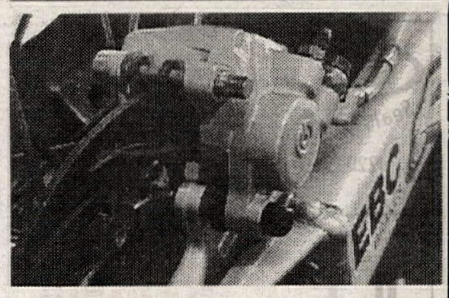

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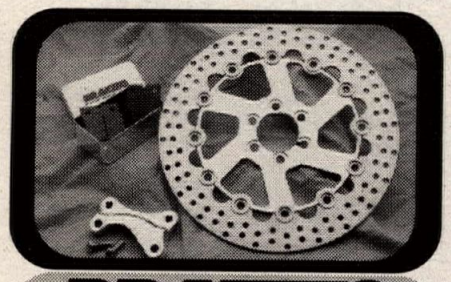

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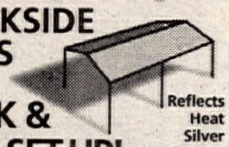

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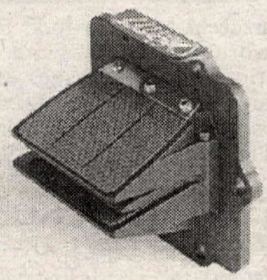

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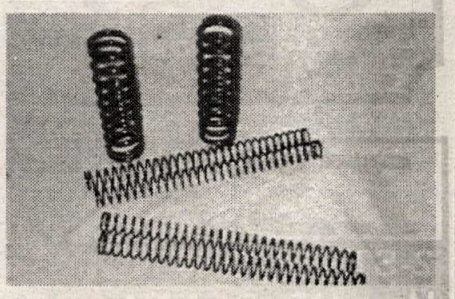

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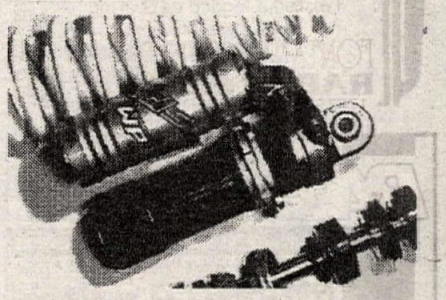

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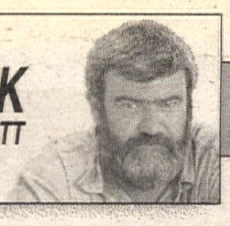
BY MICHAEL SCOTT



Something alarming happened at the recent Italian Grand Prix. After the race, one of the riders stopped ext to the track, stripped off his eathers, put on beach gear, then got ack on his motorcycle to complete the rip to the rostrum.

The Italian crowd - an ill-disiplined lot, as we know - gave very appearance of enjoying his ill-judged display. Then vhen the rider - a callow youth amed Valentino Rossi - ppeared on the rostrum in hong sandals, baggy shorts and how-off shades, with (forsooth) beach towel round his neck... vell, sad to say, the cheering nly redoubled.

This sorry spectacle will not o unpunished, needless to say. Grand Prix management will onvene especially to decide just vhat to do.

Their task must take previous ffences into account. This is not Mr. Rossi's first time before the ourt, nor his first punishment. He was fined last year, for his me-wasting celebrations with he crowd. He is a recidivist. A ardened criminal. A serial funter.

Perhaps he should be banned ltogether. He would seem to ave many years of racing ahead f him, and several World hampionships to add to his sinleton in the 125cc class last year many years in which to inflict is overlively character on the port. Better stop him now.

The name of the offense? Self-indulgence" does not go far nough. It is the public way he oes it, playing to the gallery. Not only does Rossi patently njoy racing, he makes the fans njoy it, too!

Oh, clearly yes. It must be topped. If you don't nip this ort of thing in the bud, there's o knowing what might happen.

Actually, there is a serious purpose in all of the above. The authorities really do plan to discipline Rossi, but it's not just to stop him having fun - even less to stop the crowd having a good time. There is a very good reason why they need for him to not stop on the slow-down lap. They need him on the rostrum, and pronto, so that he can be a superstar not just to the trackside fans, but to the real audience, out there in TV-land.

TV schedules are unforgiving, and if anybody is missing from the rostrum party, for whatever reason - well, it just goes ahead without them.

But it is also indicative of the clammy hand of commercialism, the dead stamp of conformity - the price of success, where heroes have to fit the cardboard cutouts already made for them.

Rossi's not going to do that too easily. Already, only in his third year, the teenage 125cc World Champion has made a personal trademark of slow-down-lap showmanship. Aided and abetted by his avid travelling fan club, the fun-loving Rossi has in the past made many memorable displays.

There was the "SuperFumi" cape at Assen, the Robin Hood outfit at Donington Park, the fashionably dressed blow-up Claudia Schiffer doll at Mugello - to name but three. The last one had a double edge. Already at loggerheads with Max Biaggi, with slagging matches in the press and on TV, he was poking fun at the older rider's supposed liaison with a supermodel.

Other times, he would just perform like a monkey. After he'd climbed the security fence a few times, the calculating Biaggi decided to do the same thing at Imola. Perhaps not uncharacteristically, he went too far: Like a cat up a tree, he was all but stranded many feet above the ground.

Rossi's great advantage is that when he clowns around, it seems to come naturally. He also never gets egg on his face. His stunts, no matter how outrageous, tend to come off.

The last great Grand Prix clown, Randy Mamola, could not say the same. Randy, nearing the end of a career that had brought him as close as you like to the 500cc World Championship, became an enthusiastic provider of entertainment for the crowd - in his last years with Cagiva, perhaps a little over-enthusiastic.

As well as demon rear-wheel steering just for the sake of it, daring stoppies whenever possible, and lots of one-handed antics, Randy just loved doing wheelies. Who could forget the time he looped a Suzuki at Donington Park, on the cool-down lap (now that's entertainment!), or the time he crashed a Lucky Strike Yamaha in practice at Silverstone, dislocating his shoulder, because he'd been waving at a photographer.

But the worst of all was when he looped the Cagiva on the pre-race warmup lap at Assen. His friends on the grid had to delay the start to give him time to get his spare bike ready.

Mamola's final years in the paddock were a blare of enforced hilarity. He developed a major penchant for stripping off, following his successful debut as a streaker at one of those phony "Miss Brazil GP" contests they used to have back in the fun days at Goiania. After that, I count myself lucky to be one of the few people in GP racing never to have seen the Full Mamola Monty.

Randy is back in the paddock now, the big money all gone, working in TV as a pit-lane interviewer. He is a clown only sometimes, and a conspicuously affectionate father to his young daughter. And sometimes he tests Grand Prix bikes for Team Roberts.

But Randy did enjoy himself, at least, though he rather too obviously had to work at it in the later years, when his career was on the skids. In the company of the dour-faced Eddie Lawson, prickly Wayne Gardner, concentrated Wayne Rainey and others of his era, he provided welcome light relief. And never once got punished for it. CN

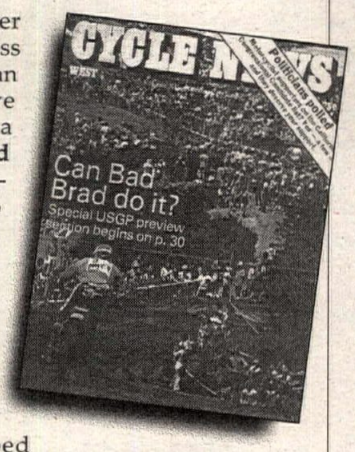
LOOKING BACK...

0 YEARS AGO...
UNE 20, 1968

DeWayne Keeter (BSA) broke the track record as he rocketed to the Expert win during the weekly half mile race at Ascot Park. Keeter blew an ngine in practice, forcing bike owner **Dick Kelm** to ce home and make a swap. he persistence paid off, as eeter took the win ahead of **andy Say** (BSA) and **Mel acher** (H-D)... **Gene Smith** Tri) was the Open Expert inner at the picturesque iewfinders GP in Westlake illage, near Thousand aks, California... **Bart Iarkel** steamed to his 22nd reer AMA Grand Nation- victory - and his second as many races - at the eading, Pennsylvania, ational half mile. **Fred-y Nix** (H-D) was second, nd **Gary Nixon** (Tri) was third... **Dave amron** (Suz) won two Lightweight classes and was e second in the Heavyweight Production finale durg the ACA Challenger road race at Willow Springs... **ill Grapevine** won the small bike class at the PARA ial in Zuni, New Mexico, aboard a 200cc Maverick of s own manufacture.

20 YEARS AGO...
JUNE 7, 1978

The question on the cover of our U.S. GP motocross preview issue was, "Can Bad Brad do it?" Inside, we attempted to answer it with a preview story and a **Brad Lackey** interview... "The Latest Poop" contained a photo of Bill Kennedy's **American** dirt tracker. Kennedy hoped to challenge the might of Harley-Davidson with this all-American vertical twin... **Springer** (H-D) was the man at the Denver Half Mile. Enough said... **Marty Tripes** (Hon) stopped Bob Hannah's moto win streak in AMA 250cc National motocross competition at Waco, Texas, but Hannah (Yam) still grabbed the overall win, while **Danny LaPorte** (Suz) won the opening round of the 500cc National Series on the same day... With his win at the Italian 500cc GP, **Kenny Roberts** was already starting to put the clamps on his first World road racing title... **Frank Gallo** (KTM) topped the Michigan Two-Day ISDT Qualifier... **Bruce Ogilvie** rode a Harley-Davidson - that's right, a Harley-Davidson - to the overall win at the Lucerne Valley District 37 H&H.



10 YEARS AGO...
JUNE 1, 1988

As our cover suggests, it was politics as usual in California. Senator **Pete Wilson** (R-California) appeared ready to cave in and accept Senator Alan Cranston's (D-California) S7 desert-protection package, and California road riders everywhere were bracing themselves for the inevitable passing of the mandatory-helmet law... **Steve Morehead** gave Harley-Davidson its first San Jose Mile win in four years, before a record standing-room-only crowd... **Jeff Ward** (Kaw) and **George Holland** (Hon) won the AMA 250cc and 125cc MX Nationals, respectively, in Southwick, Massachusetts... **Eddie Lojak** won the dual AMA National Hare Scrambles/GNCC round in Flat Top, West Virginia... **Terry Vance** (Suz) tore up the Pro Stock Bike class at the NHRA/Quaker State Mid-South Nationals in Memphis, Tennessee... **Chris Carr** (H-D) won the Castle Rock 600cc National TT... In California speedway action, **Jay Gianetti** (Wes) won the Handicap main event at Costa Mesa, while **Jim Sisemore** (Wes) won the Scratch main in Auburn. CN

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